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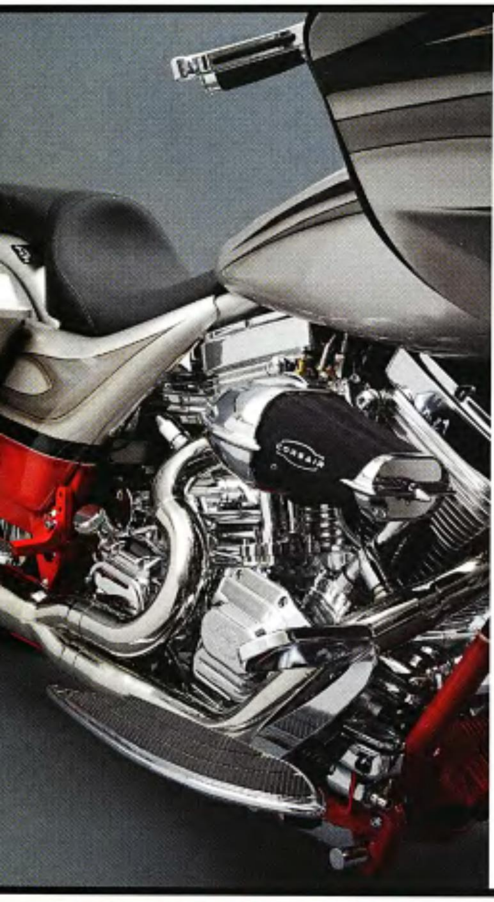

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Bucket List Bitch

Do you have a wild desire to do something special before you depart from this earth? This woman did. She walked into a Bank of America branch, handed over a robbery note, and walked out with money. She was immediately caught and explained her actions thusly: "There was no plan, no nothing, just impulse. I think everyone should have a list of things they want to do before they die."

Shoe Junkie

This guy had a 20-year habit. He was a serial thief, specializing in men's shoes. When he wasn't busy looking for his latest heist, he was a medical technologist at two local hospitals, a part-time actor, and a one-time championship figure skater. When the police went to his home, they discovered 3,900 shoes in about 150 boxes and bags.

Prison? Sounds Like Heaven!

In Norway they treat their prisoners with some respect. They just opened a new prison called the world's "most humane" lockup. Among the amenities are: a sound studio; jogging trails; a guesthouse for inmates' visitors; and a yummy-smelling "kitchen laboratory" where murderers can learn to cook. The guards are unarmed (half are women) and intermingle with the rapists, drug dealers, and other offenders, dining with them and joining them in intramural sports. The rate of recidivism for Norwegian prisoners in general is only 20 percent (versus 50 to 60 percent in the U.S.), but it's too early to tell whether or not those from the new prison will find life behind bars so pleasant that they won't mind another stay.

Fresh From Our "New Species" File:

Some new species have been reported this year: a "nose" leech; a "Dracula" fish; a "psychedelic" frogfish; and a "bombarbier" worm. The leech is fanged and has probably been around since the time of the dinosaurs. Apparently it prefers nasal mucus rather than live food. The "Dracula" fish with "canine-like fangs" has an extremely flexible mouth. The other two don't have such interesting tendencies, just interesting names.

Lamborghini or Leaf?

Primatologists described male chimpanzees' use of dried leaves to attract females in the same way that a male human might use a fast car. In the presence of a female chimp, the male carefully crinkles the leaf until she notices the male, along with his generous erection, at which time she may then choose to join him.

Mighty Beetle Balls

Apparently, the world's strongest insect (relative to body weight) is the male dung beetle, which can lift more than 1,100 times its weight (equivalent for an average male human lifting 80 tons!) Because the beetles mate inside dung patties, their every move is a struggle against the resistance posed by the feces. But researchers also found that weaker dung beetles that mated just fine helped by their unusually large testicles—not by their strength.

Party Pooper

These two guys stopped off at a bar and had a few too many. They decided to stop by a nearby market to weigh their genitals (sounds like a fun thing to do, don't you think?). So they found a vegetable scale and placed their genitals on it. They were given disorderly conduct citations after a witness admitted that she only saw the men zipping up after claiming to weigh themselves.

Quotable Quotes

Here are some comments worth mentioning:

- "When it comes to acting, Joan Rivers has the range of a wart." *(Author Stewart Klein)*
- "Clinton is a man who thinks international affairs means dating a girl from out of town." *(Author Tom Clancy)*
- "He inherited some good instincts from his Quaker forebears, but by diligent hard work, he overcame them." *(Author James Reston, speaking about Richard Nixon)*
- "He sounds like he's got a brick dangling from his willy and a food mixer making puree of his tonsils." *(Musician Paul Lester, speaking about Jon Bon Jovi)*

Sex Athletics

According to a news report: "Police believe a U.S. teenager who crashed a car into a telegraph pole was having sex with his girlfriend at the time." It turns out that 11,000 people are injured every year trying out new sexual positions. The moral to the story being that you'd better stick to whatever you've been doing for all these years even though it may have lost its glitter.

Have It Your Way

A guy was robbing a Burger King at gunpoint. He was busy collecting the day's proceeds from the manager and he had to put his gun down to get it all into the bag. The manager picked up the gun and shot the robber in the leg.

Madcap Murderers

There was a cellblock fight between two mass murderers. Why? It seems one was using a telephone and told the other to be quiet. The telephone user told the other guy that he had wiped out six people while he (the other guy) only killed women. So the women-killer said, "Yeah, but I had more victims." A knock-down, drag-out fight ensued.

Warm Beer Robber

A man stole some beer from a store, went down the street a few blocks, and decided it was time for a good cold swig. However, the beer was warm. He was so pissed that he went back to the store to exchange it for a cold one.

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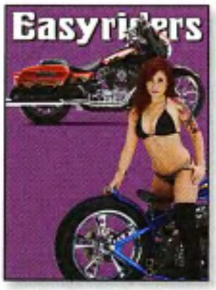

Shane Gatto's bagger shot by Michael Lichter. Stevenson's shovelhead and mouth-waterin' Meagan shot by Don Rogers. Cover imaging by Jeff Biggs.

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WordMonger

David Mann Art

I've been reading *Easyriders* since 1977—bought my first Harley at that time when I was 21.

I used to collect and hang the David Mann posters that came in your magazine every month. Loved the detailed paintings and depiction of the biker lifestyle. I always looked forward to every monthly issue.

I noticed in the April issue that there was a beautiful David Mann print. I thought it was a blessing; I was going to see these beautiful prints on a monthly basis again! So far, nothing else in the upcoming issues. What happened? I would trade the Topless Tech Tip girl for Mr. Mann's beautiful prints any day. I get enough T&A.

Love the magazine—keep up the good work!

Robert Delgado
Whittier, California

We like surprising you with a David Mann painting every now and again and we'll continue to do so.

Foxhunt Jennie #0602

Jennie from the "Fox Hunt" in the June issue is drop dead gorgeous, sexy, and beautiful! Let me know if she ever wants to move to B.C., Canada.

Dave Hewitt
B.C., Canada

Good news, Dave. Jennie says she'll move right in with ya if you'll pay off her $90,000 in credit card debt and shoot her ex in the foot. Calm down, Jennie, we're just kiddin'.

Air Force Sportster

After spending 20 years active duty in the Air Force and eight as a civilian, I decided to GO AIR FORCE with my 2007 Harley-Davidson XLC Sportster. I purchased the Military Patriot edition. According to Harley-Davidson headquarters, only 29 XLCs were manufactured worldwide (Army, Air Force, Marines, Navy and Coast Guard combined). The bike originally came all black with red and blue pinstripes, an American flag on the rear fender and several Air Force emblems.

I kept the original tank but decided to have the rest of the bike repainted. The painting was done by a young man in Williston, North Dakota, called Eddy Wold (ET Kreastions). I also added every piece of chrome that Harley-Davidson makes for the Sportster, different exhaust, and Scorpion rims from Rev-Tech.

What I like about my bike is that people from all over come up and want to take pictures of it because they have a son, daughter, brother, uncle, cousin, etc. who is (or was) in the Air Force. I also ride a 2004 Fat Boy and my wife rides a Nightster and a Sportster trike, so you can say we're Harley-Davidson poor but what a way to go!

Jerry Mayer
Dickinson, North Dakota

Couldn't you have sent us a photo of this special bike of yours, Jerry? And how do you launch it off of an aircraft carrier?

Some Random Thoughts

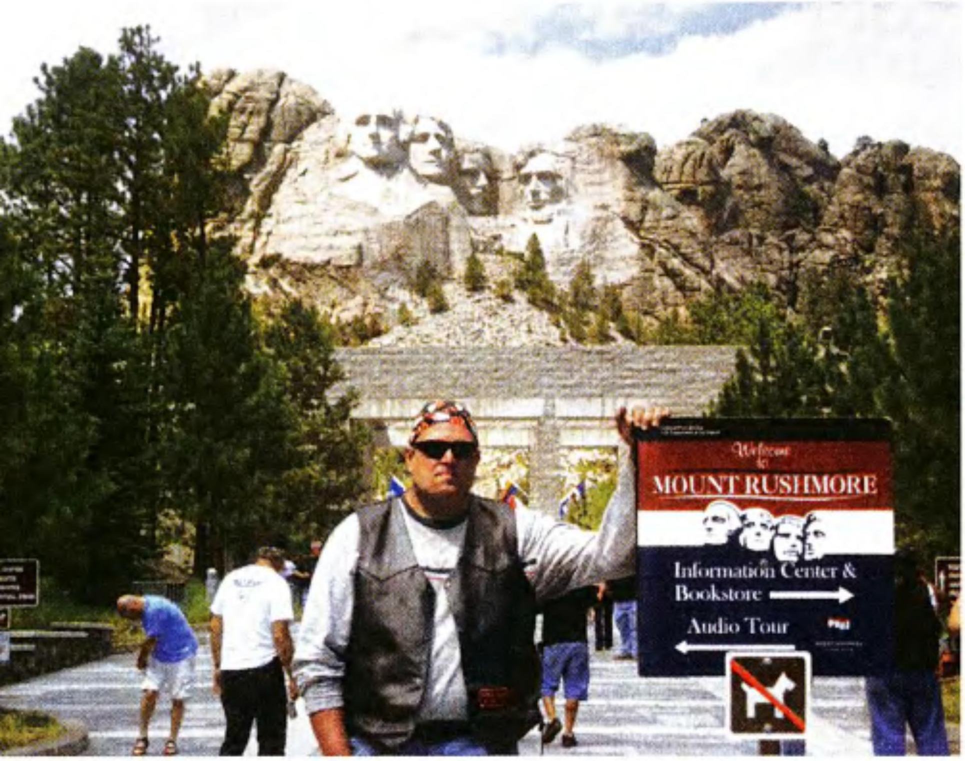
I just received the August 2010 issue. I don't recall, but maybe the July issue came out in May. Or did you do away with July? Are you psychics or an ESP magazine and can see into August? Or are your articles so far behind that you are reporting on events from last August? Looking forward to your Christmas issue in July.

On page 48 you show a photo of a V-Rod out in an Iowa pasture. The creature next to the bike doesn't look like a cow since it only has two teats instead of the normal four for milking cows. Maybe the cow has breast elimination surgery and learned to stand on two hoofs.

Then there is the beautiful blonde on page 54 who has blond hair around her left underarm. Being blond, maybe she forgot to shave or perhaps she's from a European rural area where shaving underarms and legs is not a cultural tradition.

T. Powell
Phoenix, Arizona

I'll have what he's drinkin', barkeep! Seriously, stop mixin' those meds!



A Tribute

I bought a bike for my younger brother after I returned from Iraq in 2009 so we could take our first trip to Sturgis. I rode down to Atlanta, Georgia, to pick him up and we rode from Atlanta to Sturgis. We both had a blast. He was nervous at the prospect of riding that far, but as the miles slipped by, he became confident in his machine and in himself.

Recently (June 2010) he was in an accident after a cage hit him on the highway. He got pretty messed up but is lucky and blessed to be alive and able to ride again after he goes through some physical therapy.

It would be an honor if you could print this in your rag along with some photos of my brother Michael *(above)* at Sturgis.

Stephan Mills
Cyberspace

Get back on that horse, Michael!

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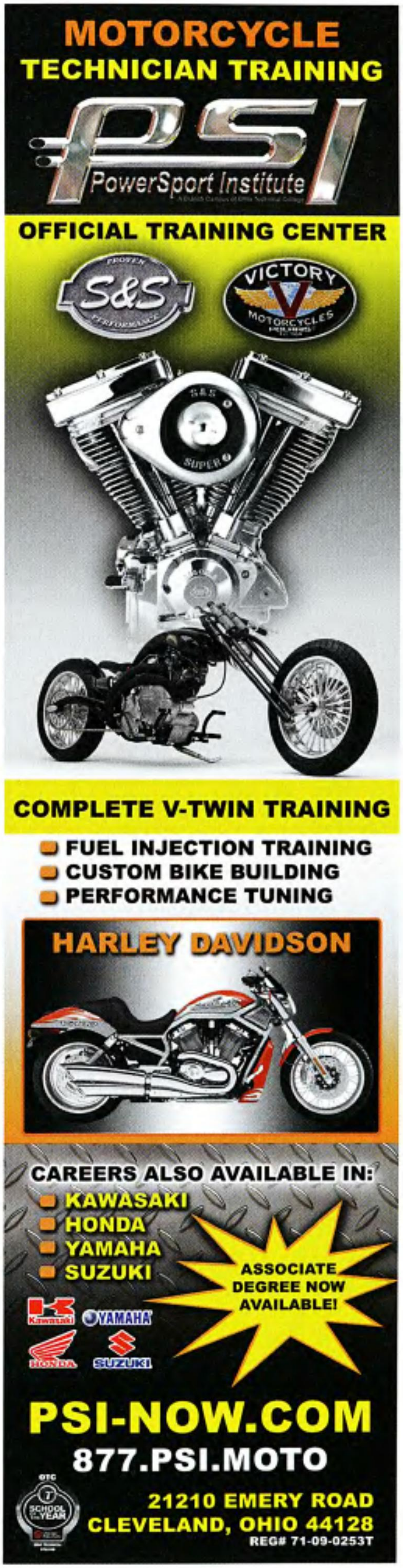

BASURA BLANCA

BEN JORDAN'S BEST OF SHOW 1949 PAN

This is a case where a bike does not live up to its name. Its builder, owner, and rider, Ben Jordan, calls it "Basura Blanca," the name appearing in a banner across the gas tank. "It means White Trash," laughs Ben from his digs outside Charlotte, North Carolina, in the heart of NASCAR country. "We like to give our bikes names with attitude."

Draped in shimmering silvers, gravure grays, and glimmering gold tones, the meticulously planned and multi-layered graphics were sprayed by paint-meister Ryan Young. As a result, the jewel of a machine would hold its own against one of those beautifully crafted Faberge Eggs coveted by the Russian Czars, but certainly is not as delicate. It carries its own history in the form of a 1949 panhead motor slung in a 1955 H-D rigid frame matched to a 1940s knucklehead springer front end. Add a vintage Linkert carb and 1975 original Harley gearbox and the blast from the past is as OE as it goes.

Ben is a confirmed panhead fan who enjoys hunting down the rare pieces at swap meets. "Half the fun is the treasure

Ben Jordan

"Half the fun is the treasure hunt looking for original parts rather buying them out of a catalog."
—Ben Jordan

hunt looking for original parts rather buying them out of a catalog. The previous bike I had built was a 1948 pan, and I guess I was looking for something newer, starting with the 1949 motor that Ben Edwards at V-Twin Manufacturing made right again. As for the frame, I helped a friend finish his bike, so he gave me the H-D original rigid. It was a bit gnarly but we fixed it up including redoing the neck, and that's how the project started."

Basura Blanca is neither his first build nor his first bike feature. Ben has been designing bikes for some ten years. After graduating from college, he just couldn't find anyone to build them like he saw them, so he taught himself how to use the tools of the trade and built bikes for himself and his friends. All the while he worked full-time at Southern Paint and Powdercoating, his parents' family-run company where they dress up everything from aerospace components and dental industry products to Caterpillar tractors, 18-wheel Freightliner big rigs, hot rods and custom bikes. "If its metal, we'll paint or powdercoat it," says Ben. That goes for the various dark gray textured powdercoating seen on the motor, rocker box, and transmission, as well as the black spokes on this bike. His fabricating skills are also evident in the handmade fenders as well as the beautiful set of dual pipes that snake up and over his custom forward controls.

"I also wanted a tank style hand shifter but didn't want to put a gate-shifter on the custom tank, so I made one easily found right by your left hand, so you get the feel of a jockey shifter, but, at the same time, you're not reaching back behind your leg. I like to be able shift faster along with using the foot clutch, since riding in Charlotte traffic can get pretty aggressive. I can ride that bike all day long. The ergonomics are really right on for me."

After enjoying Basura Blanca for the summer, Ben says it's looking for a new home as he's moving on to a new project. The bike's already received plenty of attention as it won Best of Show at the Easyriders Columbus Bike Show last year. *—Paul Garson*

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Owner: Ben Jordan/Jordan Design
City: Waxhaw, North Carolina

GENERAL
Designer: Ben Jordan
Fabrication: Ben Jordan
Year/make: 2009 Jordan Designs
Model: "Basura Blanca" aka White Trash
Assembly: Ben Jordan
Time: 6 months

ENGINE
Year/make: 1949 Harley-Davidson panhead
Displacement: 74 cubic inches
Cam: Andrews
Ignition: points
Pistons: factory
Heads: stock
Lifters: Harley-Davidson
Carb(s): Linkert 74
Air cleaner: Harley-Davidson
Pipes: Ben Jordan

TRANSMISSION
Year and make: 1975 Harley-Davidson
Shifting: by hand

PAINTING
Painter: Owner/Ryan Young
Type/color: silver, gray, gold
Special paint: Ryan Young

FRAME
Year: 1955
Builder: Harley-Davidson/Ben Jordan
Rake: stock
Shocks: rigid

ACCESSORIES
Bars: short
Fenders: Chica/Jordan Design
Headlight: small
Taillight: even smaller
Pegs: brass mid-controls
Electrics: Jack's Machine
Gas tank: Twisted Choppers/Jordan Design
Oil tank: horseshoe
Oil system: S&S
Seat: Emore Leather
Grips: Art

FORKS
Type: Springer
Extension: stock
Builder: Harley-Davidson

WHEELS
Size: 21-inch front, 16-inch rear
Wheels: Harley-Davidson /powdercoated/ stainless spokes
Tires: Avon
Brakes: minimal
Photos: Michael Lichter
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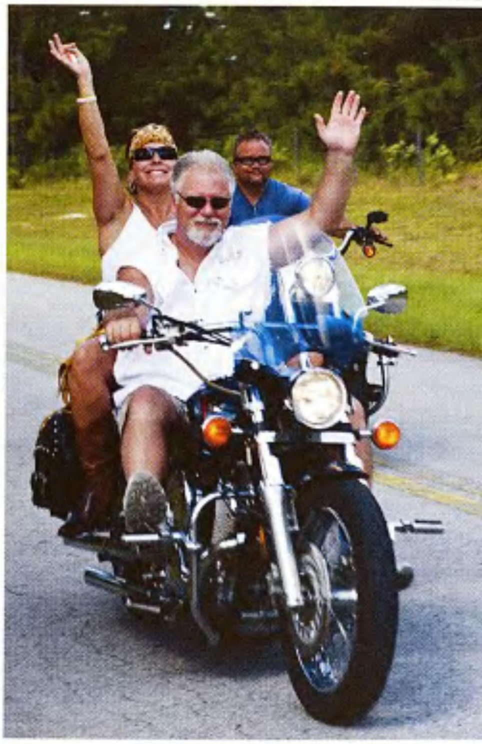
Camp Boggy Creek



This year at the 15th annual Boggy Creek Ride for the children, something was obviously missing. The "big" guy behind the yearly event was absent, leaving a hole in the hearts of all its participants. With the bar set so high, it is a hole that will likely prove impossible to fill in future rides that benefit Camp Boggy Creek. As many already know, we lost Bruce Rossmeyer in a traffic accident in Sturgis, last year. What some may not know is that he supported many charities and was the driving force the camp's Ride for the Children.

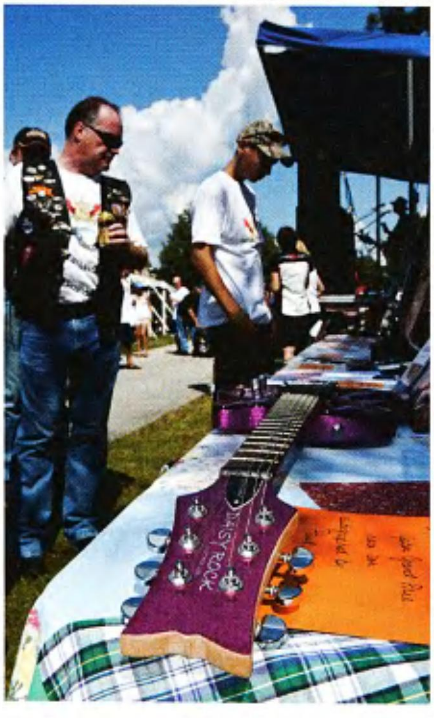
Starting the ride in 1995, Bruce vowed to raise $1,000,000 for the camp that gives children with chronic and life-threatening illnesses a place to go to forget about their troubles for a while—a place to go to just be kids. To date, the ride has succeeded in raising over $3,800,000 for the camp. This year's events started on the eve of the ride. Live entertainment, great food, and drink at Destination Daytona's Saints and Sinners Pub got the party going. A candlelight vigil honoring the man who started it all rounded out the night.

Camp Boggy Creek, in association with The Hole in the Wall Camps founded by Paul Newman, provides sick kids and their families a place to go for a brief period to forget the day-to-day challenges chronically ill children and their families must endure. At no cost to the families, they can safely participate in normal activities of a traditional summer camp. Canoeing, swimming, fishing, horseback riding, and sitting around evening camp fires are only a few of the activities the families can enjoy together. Children with heart disease, cancer, spina bifida, diabetes (the list goes on), whose lives are consumed by medical treatments and hospital stays have a chance to be with other children coping with similar conditions and realize they are not alone in their struggle. They can kick back at Camp Boggy Creek and enjoy a piece of life many healthy kids surely take for granted.

Bruce has joined several of the camp's fellow founding members that are now looking down on us to make sure we don't drop the ball on this one. Trying very hard to keep that ball rolling, the Rossmeyer children, together with his H-D family, attempted to fill the void left by their father, friend, and benefactor of the camp. Choking back occasional tears, they took turns at Bruce's normal poll position for the bike parade that winds forty miles through the scenic back roads from Daytona Beach to the Camp in Eustis, Florida.

At the Camp, riders enjoyed live

Photos: Don Rogers



music, a charity auction that included a 2009 Custom Harley, and a steak lunch catered by Outback Steak House. However, the real reward for this ride was certainly found in the form of smiles and cheers from many of the camp kids holding up signs that thanked and welcomed riders into their camp.

Of Bruce and the event, one alumni rider expressed it best, "We can never, ever replace him. But with the help and generosity of the riders who come out to support this event year after year, we can keep Bruce's dreams and hopes for these kids at Camp Boggy Creek alive."

—Don Rogers

More information on Camp Boggy Creek and participation in next years Ride for the Children, visit the website at: www.rideforthechildren.com

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Legal-ease

MYRTLE BEACH HELMET LAW OVERRULED

State Supreme Court Invalidates City Helmet-Eyewear Ordinance

Photo: Courtesy of Lee Brauer

Tom McGrath wins lawsuit against Myrtle Beach helmet law.

The South Carolina Supreme Court unanimously ruled Myrtle Beach's motorcycle helmet law is invalid because it conflicts with state law and said there is an overriding need for uniform laws across the state. In its ruling issued June 8, 2010, the court invalidates not only the city's helmet and eyewear requirement, but also overturned several other municipal ordinances that the city council enacted last year to discourage motorcyclists from attending bike rallies there.

The high court decision was in response to a lawsuit filed on behalf of 49 riders who were ticketed during a helmet law protest ride on the first day of the new law and represented by Tom McGrath of the Motorcycle Law Group with offices in Virginia, North and South Carolina.

Testifying before the bench, McGrath argued that the ordinance was invalid because it preempted state law, which provides that anyone over the age of 21 is not required to wear a helmet. The S.C. Supreme Court agreed, adding that conflicting equipment requirements would "unduly limit a citizen's freedom of movement" throughout the state. It also said, "Were local authorities allowed to enforce individual helmet ordinances, riders would need to familiarize themselves with the various ordinances in advance of a trip, so as to ensure compliance."

According to McGrath, the favorable ruling is important because it "sets a precedent by saying that cities, counties, and towns cannot supersede state law. Where the state legislature has spoken on an issue, it's the final word."

The repeal took effect immediately, according to City Attorney Tom Ellenburg, who issued an order that the municipal court dismiss all pending helmet tickets, that all records be expunged for those who have received tickets (389 since last February) and paid fines ($100), and that all fines be returned to the people who paid them. The city also replaced roadway signs that said: "Helmet Required" with signs that now read: "Helmet Encouraged."

How did McGrath react to the win for his clients? "Within twenty minutes of hearing the court decision I had my bike packed and rode six hours to South Carolina to lead a victory parade through Myrtle Beach, helmetless of course," he said.

The court's decision also applies to a similar lawsuit filed by Businesses Owners Organized to Support Tourism (BOOST), represented by State Rep. Thad Viers, an attorney and S.C. House majority whip, who argued that the helmet law led to low attendance at the 2009 bike rallies, which is precisely what the package of nearly a dozen anti-motorcycle laws was intended to do.

Although the ruling dealt specifically with the helmet-eyewear law, the court also found that the city implicitly repealed many of the new laws itself when it repealed its own administrative court ordinance after the court's chief justices opined that the creation of a special courts system was unconstitutional. As a result, "All the civil ordinances got tossed because there is no administrative hearing process to resolve the citations," explains McGrath.

Only the ordinances involving misdemeanor violations remain in effect in Myrtle Beach, but those include an onerous exhaust ordinance that is far stricter than that enacted by the state legislature. "The result of this is that motorcyclists whose exhaust systems are legal everywhere else in the state of South Carolina can be ticketed in Myrtle Beach and in some instances have their property confiscated," said Matt Danielson of Tom McGrath's Motorcycle Law Group.

Therefore, on Tuesday, June 15, Tom McGrath's Motorcycle Law Group filed suit on behalf of several plaintiffs including ABATE of South Carolina, asking the 15th Judicial Circuit Court to find the muffler ordinance to be unconstitutional and, therefore, invalid. A successful challenge could affect other cities enacting noise laws and exhaust requirements that are not in accordance with existing state laws.

We await the court's decision.

—Bill Bish, NCOM

Coast To Coast

Biker News

RALLY RESCINDS DISCRIMINATORY NO-COLORS POLICY: Following a "Call to Action" issued by the U.S. Defenders, a politically active arm of the Confederation of Clubs, a major motorcycle rally in the red hills of Oklahoma has rescinded a no-colors policy that would have prohibited entry to

Continued Next Page

Biker News Continued

anyone wearing a patch, including HOG, ABATE, and any club.

The Hawg Lakes Motorcycle Rally published a no-colors policy on their fliers, ads, and website that quickly caused an uproar across the country. Brook "Xman" Bullock, State Secretary of ABATE of Oklahoma and Oklahoma Defender Rep, sent out a nationwide call to action to "Please take your money and support to biker friendly rallies and events, not 2010 Hawg Lakes. Pass the Word." According to the email, "2R" (ABATE of Oklahoma State Coordinator) personally talked on the phone with Hawg Lakes and "the guy in charge said he was absolutely unwilling to change his policy. ABATE, HOG, BACA, and not any club, no colors of any kind will be allowed."

Mark "Bus" Buskirk, Oklahoma Commander, U.S. Defenders wrote "Hawg Lakes Rally on July 29th will not allow you to wear your club colors on their property, so we the motorcycling community need to not go. They are stomping on our rights of freedom of speech."

Within days, the Call to Action was called off when Tiger Mike Revere, ABATE of Oklahoma Liaison to the OK Confederation of Clubs and member of the National Coalition of Motorcyclists board of directors, reported that organizers of the Hawg Lakes event had rescinded the ban on colors.

MYRTLE BEACH SUED AGAIN OVER NOISE LAW: As Myrtle Beach prepares to adjust some of the 14 ordinances passed in 2008 to quell the May motorcycle rallies, including its city-wide helmet law and four other ordinances being invalidated by the state's high court, it faces yet another legal challenge that could require even more changes.

Some residents and other motorcycle enthusiasts are suing the city again, this time hoping the Horry County Circuit Court will overturn the city's noise ordinance.

On June 15, Virginia-based Aid to Injured Motorcyclists (A.I.M.) attorney Tom McGrath filed suit in Horry County Circuit Court on behalf of local motel owner William O'Day, Horry County ABATE, and others who feel the city overstepped its authority by enacting muffler regulations that conflict with existing state law.

McGrath's challenge to the city's helmet ordinance prevailed in the South Carolina Supreme Court, but the noise ordinance wasn't included in the case. "They were issuing tickets left and right [under the helmet law]," he said. "No one we know had gotten a ticket under the noise ordinance. It's still sitting there, and the city has bought decibel meters, so we assume they are planning to use them. We felt we shouldn't let the ordinance stay on the books."

McGrath said he felt it best to give the Circuit Court the first chance to make the decision in this case. "Let's see if the judge will follow the Supreme Court's opinion," he told *The Sun News*.

Meanwhile, the city of Myrtle Beach has mailed refunds to those who paid fines when they received tickets for not wearing motorcycle helmets. The city repaid nearly $14,000 in fines for 141 tickets it issued when the helmet law was in effect.

CONGRESSIONAL RESOLUTION REINFORCES NHTSA LOBBYING BAN: In response to statements made by NHTSA Administrator David Strickland that the core component of the federal agency's motorcycle safety plan is to increase helmet use, five members of Congress have introduced a resolution urging the National Highway Traffic Safety Administration (NHTSA) to concentrate on motorcycle crash prevention programs and rider education instead of lobbying state legislators to enact mandatory helmet laws.

"They're all stick-ons."

Introduced on July 1 by U.S. Rep. Jim Sensenbrenner (R-WI), H. Res 1498 "...supports efforts to retain the ban on the National Highway Traffic Safety Administration's ability to lobby state legislatures using federal tax dollars and urging NHTSA to focus on crash prevention and rider education".

Since 1996, NHTSA has been prohibited by federal law from testifying before state legislatures in support of helmet laws unless specifically invited to do so, and H. Res 1498 reinforces Congressional intent.

MICHIGAN'S REJEUVENATED HELMET LAW REPEAL EFFORTS: HB 4747 to repeal the helmet law was passed by the Michigan House of Representatives in March and now awaits action in the Senate. Even though similar legislation has been approved by the state legislature the past two sessions, only to be vetoed by outgoing Governor Jennifer Granholm (D) both times, two out of the three gubernatorial contenders to replace her support giving adult motorcyclists freedom of choice as to whether or not to wear a helmet.

Herb Rials who lobbies for ABATE of Michigan claims to have the support of every candidate for governor minus one, he told *FOX News* in Detroit.

According to the legislative analysis of HB 4747, proponents of voiding the 40-year-old helmet law argue it is a civil rights issue. "Wearing a helmet, or not wearing one, they say, should be a matter of personal choice and not a legal mandate." Supporters of repeal legislation, which includes ABATE, the Michigan Confederation of Clubs, and both Democratic gubernatorial hopefuls, also argue that removing the helmet requirement would increase motorcycle traffic in Michigan and thereby stimulate the state's sagging economy.

According to a study by Michigan Consultants in Lansing, Michigan, the state is losing millions of tourism dollars and approximately $1.2 billion in overall economic benefit because of this law, so if the House and Senate vote next

year to kill the helmet law, as they have in years past, there is a good chance that a governor's signature, not a veto, will be attached to the measure.

AUSTRALIAN POLICE SEEK TO DISMANTLE OUTLAW CLUBS: As police in New South Wales move to have the Supreme Court declare the Hells Angels MC a "criminal organization" and subject to new laws that would dismantle the club and disallow members from ever associating with one another, representatives of the United Motorcycle Council met in Sydney recently to discuss their response and warn others that the same state law could be used against other clubs and groups in society.

Authorities announced in early July that the Hells Angels MC in NSW would be the first target of the Crimes (Criminal Organizations Control) Act 2009, passed by State Parliament in April last year, which allows the court to declare criminal organizations and control members under orders determined by the court.

The UMC, comprised of 17 motorcycle clubs, from rival "bikie gangs" to religious and family clubs, is raising funds in anticipation of a legal challenge to the ban. Mark "Ferret" Maroney, UMC chairman and member of the Vietnam Veterans MC, said; "These laws are unjust, they're unnecessary and they go against the rule of law...where people are being discriminated against by the clothes they wear and their lifestyle."

Similar legislation in South Australia has been ruled illegal, but is subject to a High Court appeal.

MACHO MUNICIPALITIES: Think you're a manly man? Maybe...but do you live in the manliest city? From their research, experts behind the popular "Best Places to Live" studies, the Combos "America's Manliest Cities" study ranks 50 major metropolitan areas using manly criteria like the number of home improvement stores, steak houses, pickup trucks, and motorcycles per capita.

Charlotte took the top spot this year, beating out Nashville as last year's winner. Portland, Oregon ranked last in this year's study.

AMERICA'S MANLIEST CITIES: **1.** Charlotte, NC; **2.** Columbus, OH; **3.** Kansas City, MO; **4.** Nashville, TN; **5.** Baltimore, MD; **6.** Milwaukee, WI; **7.** Chicago, IL; **8.** Indianapolis, IN; **9.** Washington, D.C.; **10.** Philadelphia, PA.

In Memoriam

THE PASSING OF SPUTNIK, "LEGISLATIVE WARRIOR"

It is with heavy heart that we announce the passing of William "Sputnik" Strain *(left)*, legendary bikers rights activist from the Lone Star State. According to the Texas Motorcycle Rights Association, "Our great Leader, Sputnik, passed away suddenly at approximately 5 a.m., June 24, 2010, from a massive heart attack."

Sputnik was instrumental in organizing the grass roots effort to repeal the mandatory helmet law in Texas. Not stopping there, the "Legislative Warrior" spread the word throughout the motorcycling community with his "Five Steps to Freedom" to take back our country and, in turn, inspired countless motorcyclists across the country to become politically active.

He went on to spearhead election campaigns in Texas to get bikers elected to public office and formed the most effective caucus in the state, eventually enacting numerous biker-friendly laws and killing not only every anti-biker bill proposed but the political careers of those who dared to introduce them. Sputnik wrote the book on Texas politics, literally, as school textbooks have chronicled his achievements.

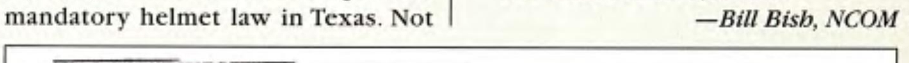
In addition to founding the TMRA2, Sputnik was a longtime member of the NCOM Legislative Task Force and served as NCOM-LTF Chairman the past three years despite his failing health.

"Sputnik believed in everything he said and losing that determination will be a great loss to the motorcycling community. The greatest tribute to him is to push forth with our fight for freedom and not let his death be in vain," said James "Doc" Reichenbach III, state president of ABATE of Florida, Inc.

You will be missed, brother.

—Bill Bish, NCOM

Photo: Bill Bish



"You're probably asking yourself, 'What can I do to nail down this job?'"

WE'RE BUILDIN' YOU A KILLER CUSTOM

IN THE J&P CYCLES' BUILD-A-BIKE CONTEST

It's that time of year again; time to enter the sweepstakes to win a cool custom motorcycle from your friends at *Easyriders* magazine and J&P Cycles. This year marks the 11th year we have put together this Build-A-Bike contest. It's also *Easyriders*' 40th anniversary of creating the world's best biker magazine. To celebrate, we're pulling out all the stops to create one killer custom that you can win!

We got together with John and Jill Parham of J&P Cycles, along with their in-house bike builder Kody Wisner and came up with an idea for a motorcycle that will blow you away. This year's contest bike is going to be reminiscent of the kind of 1970's choppers that were on the street back when *Easyriders* magazine began. We scoured the 1,144 page J&P catalog for all the coolest stuff out of over 35,000 products and we'll start with a rigid frame and a classic springer front end, a king and queen seat and sissybar, even upswept pipes. Sound like your kind of ride? Then enter the J&P Cycles Build-A-Bike Contest! Watch this space over the next few months as we get together all the parts and build your classic chopper.

Winning is the easy part. Simply check out the special J&P ad in this issue of *Easyriders* or visit www.jpcycles.com for more information. This custom chopper can be in your garage, but only if you enter. Do it today! —*Dave Nichols*

Image: Dave N.

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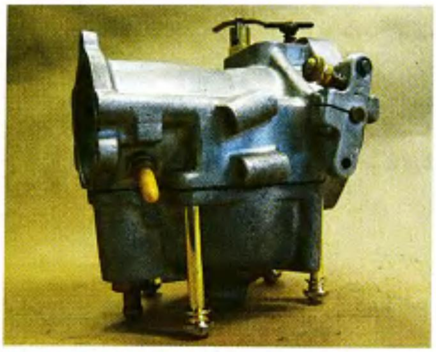

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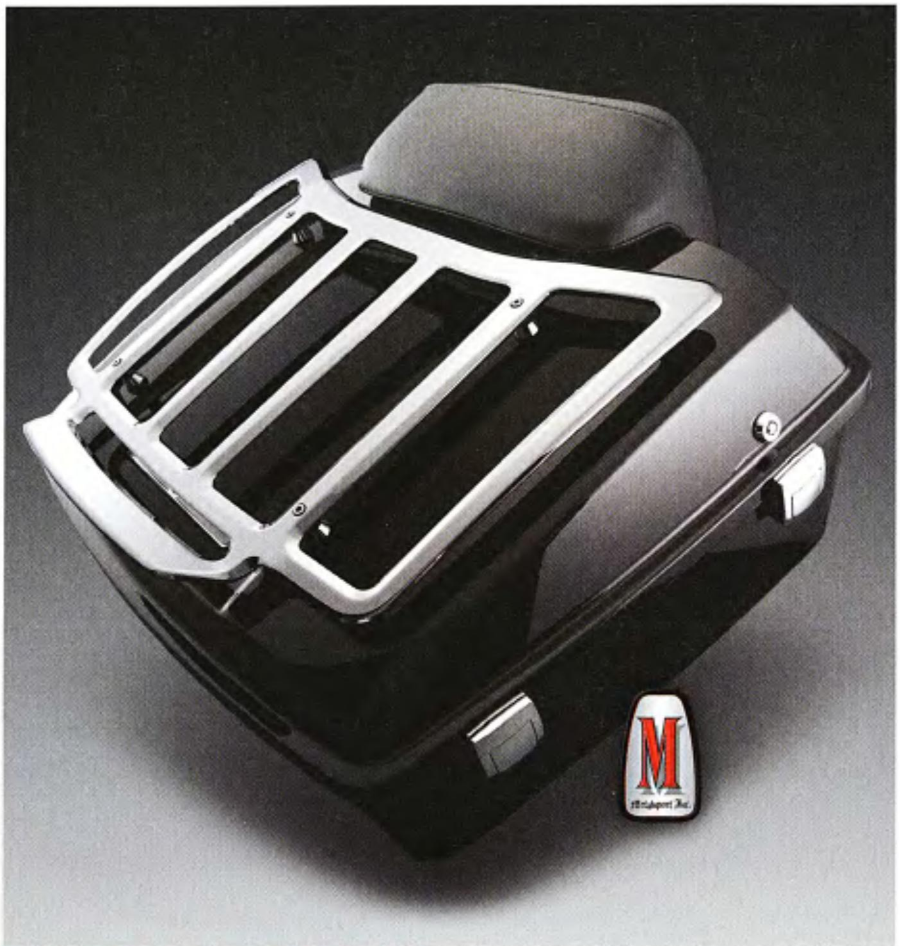

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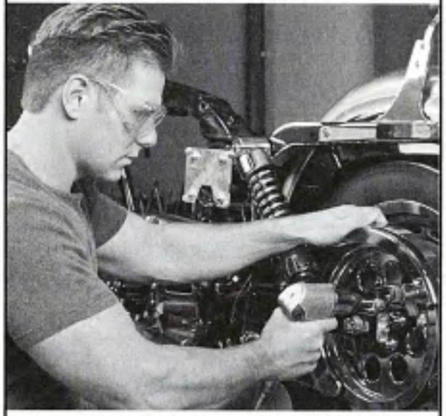

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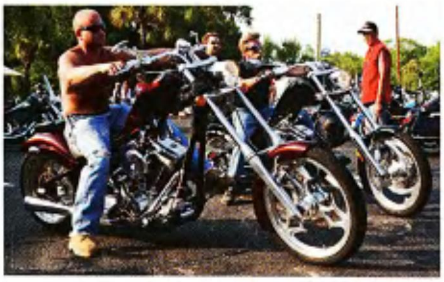
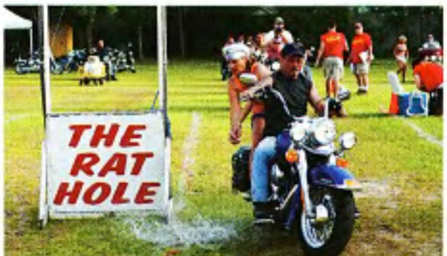
Myrtle Beach 2010 (RIP?)





Upon arrival at this years bike week in Myrtle Beach, two things went through my mind: either I was here on the wrong week or MB's city council and the blue hair retirement invasion had won the battle, finally putting to rest the once greatest event along South Carolina's Grand Strand fondly known to us as Myrtle Beach Bike Week.

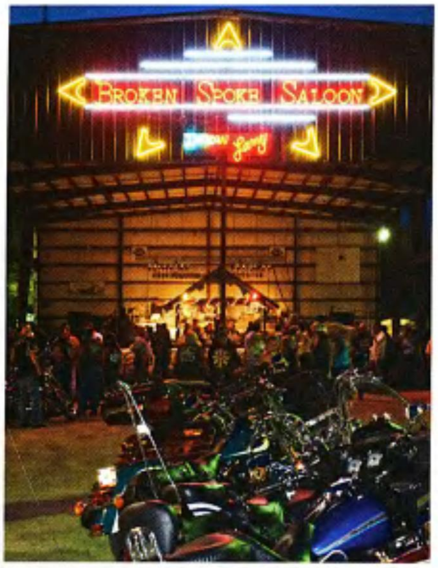
No vendors and a serious lack of attendance left everyone who did show up for the first weekend (or earlier in the week), with feelings of despair and the same thought as I: Crap! They actually pulled it off. They had won. All of us were left scratching our heads and wondering what the hell we were doing there and where would we go next year? But wait, hold the phone! The fight ain't over just yet.

As the second and final weekend approached, the city's multiple attempts to dampen the spirit of Bike Week were squashed as flat as a bug on your windshield. Even with city-inflicted vendor permit complications, which prevented vendors from setting up on time and as originally planned, and laws specifically aimed to deter the motorcycle community, the hardcore believers are still coming here and don't plan on retreating anytime soon.

These supporters are proving to everyone involved that if there are bars willing to push back against the political oppression which has surrounded this event, there will be bikers willing to show up to support them and wild times will undoubtedly ensue. Most attending here posses a sort of a "please don't touch my beer or else" mentality. This two-wheeled crowd has simply moved the party away from the city limits of Myrtle Beach and into the surrounding areas. They have adopted a new way of thinking: Screw em! Avoiding the Myrtle Beach city limit isn't that tough and if those asses don't want our money, let's give it to the bars that do.

As most of us know, where the motorcycle community is involved there are two things you don't want to mess with: bikers' rights or their parties. The city of MB has decided to screw with both. As they have since found out bikers, old-school or new, can be a somewhat stubborn bunch. Ya think! Who else would wear leather when it's 90 degrees? How did they not see this coming?

From the look of it, the mayor and city council have shot themselves in the proverbial foot. They did not succeed in



ridding the area of the bike community or all the great sounds and visuals, which accompany them, as was their intention. They did, however, rid themselves of the huge amount of cash that was once dropped into the town's lap each year.

Many business owners from this area relied on revenues generated during bike week to carry their establishments through the remainder of the year. The city of Myrtle Beach, once oozing with hard-earned biker dollars is now decorated with "for lease" and "for sale" signs—signs currently attached to the front of many popular bars that were once packed to the brim with patrons wearing leather and riding up on steel ponies. Depending on whom you ask, you will get extremes of one million to 10 million dollars of estimated lost income for the city.

The city's government obviously won't come clean with an accurate number for fear of pissing off the blue-haired constituents whom it bamboozled into thinking this was a good idea, although it shouldn't take long for the realization to sink in that vacationing retirees don't spend money and miniature golf can't support its economy.

The city of Myrtle Beach will then be washed back into the ocean from whence it came and be reborn, or maybe the citizens of MB will just wise up and elect a new mayor! We will then be able to, once again, ride wherever the hell we want within one of the few states left that leaves helmet choice to the rider!

With all the controversy, you have to wonder who's the real loser in all of this? It's hard to say. But certainly, there isn't an obvious winner in the political mess. However, one fact does stand out from all else, this party lives on!

Although it took a little longer then normal for the crowds to arrive, the venues outside city limits were hopping as usual. North of the city limit, Barefoot Landing provided a somewhat smaller then usual array of the popular vendors. Küryakyn, Mustang Seats, Performance Machines, and Fat Baggers hung tough and were rewarded by a consistent line of installs throughout the latter part of the week and into the final weekend. Barefoot Landing's House of Blues headlined top entertainment acts. Travis Tritt and The Marshall Tucker Band rocked the north side of MB on Friday both and Saturday evenings.

To the west, MB's main cowboy, Buster and The Rat Hole bar has always been a crowd fav for Myrtle Beach. With or without a blessing from MB city council and just outside the city limit, its weeklong biker rodeo was the big draw during the daylight hours. The winning rodeo cowboy and cowgirl of that day's events were crowned and rewarded with a trophy, bragging rights, and some special privileges at the contests later in the evening, namely, for the cowboy, serving as water boy for the wet-T contest.

Saturday's rodeo finals finished out the week when the King Cowboy and Cowgirl were crowned. When the sun set on The Rat Hole, the party didn't stop. After the final rodeo event: lady pudd'n wrestling, Buster and his fellow Rat mates just move things to the inside stage and started again with a slightly more raunchy twist.

I know it's hard to believe that things can get more exciting than pretty girls wrestling in chocolate pudding, but The Rat Hole proved it can. The ladies of The Rat Hole competed for cash prizes in several nightly contests: wet-T's, frozen T's, best buns and some very talented, downright amazing, wienie hide'n. A great man once said, "It's eazzzzy money at The Rat Hole." Okay, maybe he said it more than once, but I saw what those girls were swallowing, and it didn't look so easy.

And finally to the south, good times were running rampant at Murrels Inlet. The original SBB, Beaver Bar and many of the bars on the south side gladly picked up the slack by playing host for party central. A vast array of bands and contests, along with young ladies wrestling in oil, sexy bull riders, even wrestling midgets kept the enthusiastic crowds entertained. The Guiness record-breaking burnout attempt failed miserably, but SBB was overflowing with bikes and bikers. Even in Myrtle Beach's heyday, I have never seen that many people squeezed into the place.

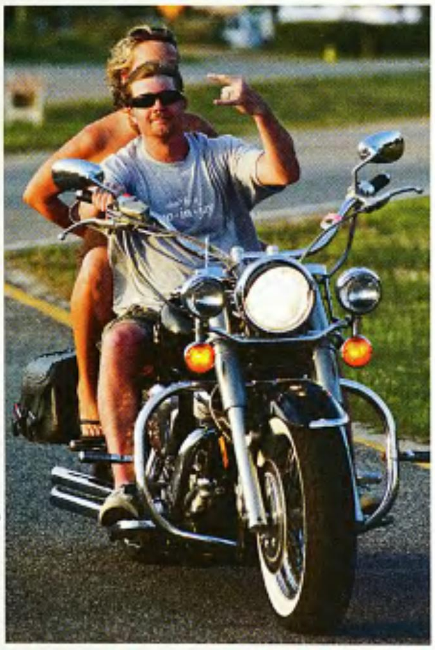
A few blocks up the street, the Broken Spoke Saloon was having one wild party after another. It seemed oblivious to the political nightmare currently plaguing MB. Tribute bands, burnouts, loud pipes, and the amplified moaning from the ladies participating in the screaming orgasm contests filled the air surrounding BSS.

However, each night, like clockwork, the law showed up on the doorstep to enforce the new noise curfew. The strictly enforced curfew pushed the party inside promptly at 11 o'clock. However, the curfew didn't seem to have any effect on the fun-o-meter. The evening's events, some that would certainly be

regretted in the morning, continued inside bar, without skipping a beat.

I'm not sure what you will hear if you ask people who attended this year's rally. Some will say it was a bust! For this roving reporter, I'm still left scratching my head and wondering about next year. What could these guys possibly do to keep the crowd coming back in defiance to all that is stacked against this Bike Week? As I stand here scratching my skull, one thought relentlessly continues to pop into my head—moaning lady midgets wearing oil-soaked t-shirts, lying in chocolate pudding swallowing foot long hot dogs. *—Don Rogers*

There is a poll currently underway concerning Myrtle Beach Bike Week and the possibility of moving this event to another locale. If you want to get in on this, go to their website and voice your opinion: **www.myrtlebeachbikeweek.com**



Photos: Don Rogers

Helmet Law Ruled Invalid

On June 8 the South Carolina Supreme Court unanimously ruled Myrtle Beach's motorcycle helmet law invalid because it is superseded by state law. The Law's repeal took effect immediately and the municipal court has been ordered to dismiss all pending helmet tickets and expunge all records of those who had received tickets and paid fines. All fines paid are to be returned.

Myrtle Beach passed their little private helmet law in 2008 as part of a package of ordinances designed to kick out the 500,000 bikers who attended their annual rally.

"Oh Gawd, I envy your dildo!"

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Backward Bagger

SHANE GATTO BUILDS ONE IN REVERSE

Here's a bagger that dances to the beat of a different drummer. That drummer would be central New York State custom builder Shane Gatto, who orchestrated the transformation of what started out as a bone stock 2007 Electra Glide.

This freeway flyer stepped up to the dyno and when the Shane Gatto Customs team was finished dialing it in with the addition of a 103-inch Screamin' Eagle kit, the bike now produces 88 hp and 115 foot-pounds of torque. Shane has the "need for speed" flowing through his veins thanks to his work building muscle cars including a 1969 Chevy Camaro Z28 and an AAR 'Cuda. "My mother always thought motorcycles were dangerous," Shane tells us, "so she encouraged me stay away from two wheels and focus on something

"We call it the Backward Bagger because of the Baker 6-speed with reverse gear."
—Shane Gatto

Bike owner Barry Silvers.

safer—like muscle cars. (Little did she know)."

Shane eventually found himself drawn back to two wheels and has been racking up a long line of successes. He's also garnered a list of repeat customers including Barry Silvers for whom this "Tangerine Dream" bagger was designed and built, one of several bagger projects set in motion simultaneously. One was given the subtle black and chrome look. Another was targeted for the opposite end of the spectrum with a radical paintjob by the "other worldly" masters of pigment Area 5150 located in Phoenix. Along with the tangerine tones, the contrasting color that looks black is actually a dark root beer making for a tasty combination.

Other upgrades include a tall 21-inch RC Components wheel on the front and a low16-inch RC on the rear, the geometry all aligned thanks to lowering both ends. Up front, Shane went for a single disc to allow the RC wheels to shine through via the right side. Another change was a switch from traditional bagger floorboards for a set of Acutronix forward controls.

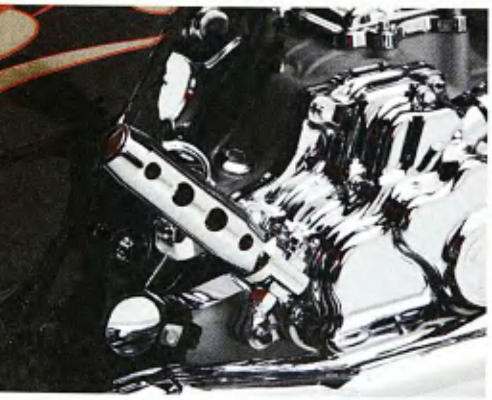
While the engine took on some beef internally and has got the power for fast lane cruising with two aboard, the motor's exterior got the "platinum" treatment. "After we added the RSD top and cam covers and air cleaner, the motor really jumps at you framed by that paintjob," says Shane.

Finishing touches include an integrated radio system along with a Klock Werks sport fairing, those and other parts sourced by Shane's partner and buddy Rod's Cycle Supply.

"I actually called the bike 'Backward Bagger' because we used a new-on-the-market Baker 6-speed tranny with a reverse gear," Shane says. "It makes backing up a 700-pound bagger a breeze, and Barry was keen on the idea." On the right side where the battery would be is a special switch to activate the reverse gear. It won't go into operation without hitting a safety switch.

All the bike needs now is one of those annoying little alarms that goes "beep...beep...beep..." when this bagger backs up.

—Paul Garson



Owner: Barry Silvers
City: Syracuse, New York

GENERAL

Designer: Shane Gatto Customs
Year/make: 2007 Harley-Davidson
Model: Electra Glide
Assembly: Kevin Tyler
Time: 6 months
Chroming: S&H Chrome Plating

ENGINE

Year/make: 2007 Harley-Davidson
Model: Twin Cam Screamin' Eagle
Displacement: 103 cubic inches
Cam: S&S
Ignition: 2007 Harley-Davidson
Pistons: forged S&S
Heads: Screamin' Eagle
Lifters: S&S
Carb(s): FI
Air cleaner: RSD
Pipes: D&D True Duals

TRANSMISSION

Year and make: 2007 Baker
Modifications: 6-speed with reverse
Shifting: forward controls

PAINTING

Painter: Area 5150
Type/color: House of Kolor/ tangerine, black

FRAME

Year/make: 2007 Harley-Davidson
Rake: stock
Stretch: stock
Shocks: Progressive

ACCESSORIES

Bars: RSD
Handlebar controls: Harley-Davidson
Fenders: factory
Headlight: stock
Taillight: stock
Speedo: factory
Pegs: Performance Machine
Electrics: stock
Gas tank: factory
Oil tank: factory
Oil system: Harley-Davidson
Seat: Danny Gray
Mirrors: Rob's Cycle Supply
Grips: RSD

FRONT END

Builder: Harley-Davidson
Type: 41mm
Extension: one inch under

WHEELS

Size: 21-inch front, 16-inch rear
Wheels: RC Components
Tires: Avon
Brakes: Brembo
Photos: Dino Petrocelli
Contact: Shane Gatto Customs
315-264-4047
www.shanegattocustoms.com

"Freedom Rider"

Shown smaller than actual length of appr. 9 inches

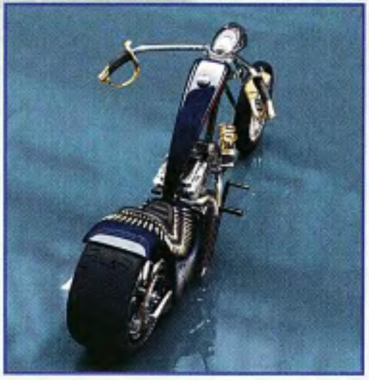
The road to freedom has many hills to climb and challenges to overcome—but none are too great for the noble patriots of the USMC. Around the world and throughout our history, the Marines have led the way, and they know only one speed—full throttle. Now, a custom-crafted limited edition captures all the power and glory of the USMC, and invites you to ride hard and ride free down the open road.

Hand-crafted for superb detail

This handsome collectible chopper features die-cast metal and chrome-plated resin parts, and includes such USMC-themed details as sword grips on the handles and machine gun cooling jackets on the exhaust pipes. Artist Jim Griffin's portrait of the historic flag raising on Iwo Jima flanks the chopper's seat.

Exceptional value; fully guaranteed

The edition is limited, and strong demand is anticipated. Orders will be limited to ONE ONLY, so act now to acquire "Freedom Rider" at the $49.95* issue price, payable in three installments of $16.65 each, backed by our 365-day money-back guarantee. Send no money now. Just mail the Reservation Application today!



Fully-sculptural chopper is hand-cast and hand-painted for bold detail

Custom design includes Marine sword front forks with engraved "Semper Fi" motto, sculpted bullet accents, and dramatic Iwo Jima art!

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Passin'Gas

An attractive young woman on a flight from Switzerland asked the priest sitting beside her, "Father, may I ask a favor?"

"Of course, what may I do for you?"

"Well, I bought an expensive womans' hair dryer for my mother's birthday that is unopened and well over the customs limits, and I'm afraid they'll confiscate it. Is there any way you could carry it through customs for me? Under your robes perhaps?"

"I would love to help you, dear, but I must warn you, I will not lie."

"With your honest face Father, no one will question you." When they got to customs, she let the priest go ahead of her.

The official asked, "Father, do you have anything to declare?"

"From the top of my head down to my waist, I have nothing to declare."

The official thought this answer was strange, so asked, "And what do you have to declare from your waist to the floor?"

"I have a marvelous instrument designed to be used on a woman, but which is, to date, unused."

With a smile on his face, the official said, "Go, ahead, Father. Next!"

Rocky Meyerson
W. Palm Beach, Florida

Q How do you spot the potential porn star chick in high school?
A While every one else is dissecting a frog, she's opening flies!

Big-D
Fun Town

A father walks into the bathroom and catches his son strokin' his meat. "Damn it, boy!" he yells. "How many times have I told you to knock that shit off or you'll go blind?"

The son replies, "I'm over here, Dad!"

Barbara Daniel
Sacramento, California

Bear took his bro Raskull with him when he went to the police station to report his ol' lady missing.

"Could you give me a description of your wife, sir?" the officer asked.

"She's 35 years old, five-foot-two, weighs about 110 pounds, has a killer body, gorgeous blue eyes and blond hair," replied Bear.

"Wait a minute!" Raskull protested. "Your ol' lady is five-foot-four, bald, fat, and has a big fuckin' mouth."

"Yeah, I know," said Bear, "but who wants that bitch back?"

J. Hayes
Rancho Cucamonga, California

Q What's the difference between sin and shame?
A It's a sin to put it in, but it's a shame to pull it out.

Q Why do women pay more attention to their appearance than to improving their mind?
A Because most men are stupid, but few are blind.

Burt Whitcomb
Palmdale, California

A biker was lying in bed one evening when his ol' lady crawled in under the sheets and said, "I'm gonna make you the happiest man in the world."

"Best thing I've heard all day," replied the bro. "I'll miss you."

David Chance
Ogden, Utah

Last night I was talking to a young, good-looking woman. She asked me, "Do you prefer breasts or legs?"

I told her, "What I really like is a shaved crotch! The breasts are just an added blessing."

Apparently I'm not welcome back at KFC any more!

Rocky
W. Palm Beach, Florida

"I thought you loved the fact that I'm a whore in the bedroom."

Q How can you tell if a girl's been on a wild date?
A She tosses her panties and they stick to the ceiling.

Greg Cook
National City, California

One day a biker comes across an ancient lamp. He rubs it, and a genie appears.

"I will grant you three wishes," the genie tells the biker. "But I must also give your ex ol' lady double everything you ask for."

The bro reluctantly agree, and says, "I wish for a mansion." His wish is granted, and at the same time, his ex gets two mansions.

"I'd like ten million dollars," the bro says. The genie grants him his second wish, and the ex gets 20 million.

The biker thinks about his last wish carefully and finally says, "Now, scare me half to death."

Joey
Arizona

Scout was having a cookout for his ridin' buddies and his wife was taking orders for steaks. She brought Scout's steak to him, but it was burnt to a crisp. He asked his ol' lady, "Damn it woman, don't you know the difference between medium and rare?"

She thought a moment, smiled, and said, "Yeah I know the difference. Six inches is medium, but eight is rare."

Stanley Strejcek
Westover, Maryland

A crafty old biker spies a young woman with perfect breasts. He walks up and asks her, "Would you let me bite your nipples for a hundred bucks?" She gives him shit and then starts to walk away.

"How about for a thousand dollars?" he asks. She again starts to walk away. "Okay, how about for ten thousand dollars?" Then the young woman agrees and takes off her top and bra revealing the most magnificent breasts ever.

The biker joyously kisses them, licks them and fondles them. The young woman asks, "Well, are you gonna bite my nipples or what?"

"Nope," the ol' scooter tramps grins, "That costs too much."

Keith Damm
Susanville, California

The 99 Crafty Customs Contest

"Where creativity beats Cash!"

Times are tight and your bros at *Easyriders* want to prove that you don't have to spend $20,000, $30,000 or $35,000 to build a cool custom motorcycle. We're looking for "brilliance on a budget," that's why we've started **The 99 Crafty Customs Contest**.

Here's how it works: buy yourself a used 1990 to 1999 big twin Harley-Davidson (there are some good deals out there these days) and turn it into your vision of a custom scoot, spending no more than **$9,999.99** including the cost of the bike. Then send us photos of the bike along with a tech chart of what you changed and receipts to show how much you spent on parts, accessories, chrome and paint.

Remember, the cost of the bike and customizing cannot exceed **$9,999.99**. What you spend on internal performance and repair is not included. In other words, if we can't SEE it, it doesn't count and neither does your own labor. If we like your bike, we'll feature it in one of our Paisano Publications motorcycle magazines: *Easyriders*, *V-Twin*, *Biker* or *In The Wind*. That's up to 34 chances per year that your bike could be featured!

Want to save more money on your Crafty Custom? Visit **www.99crafty.com**, go to **"The 99 Bargain List"** link and use our sponsors for special rates and savings on parts and accessories for your project bike.

To sign up, go to www.99crafty.com

Upload photos of your bike before and after your customizing changes and give us your e-mail so we can get in touch. If we like your bike and you can prove you did the deed for under 10 Grand, your bike might just be featured!

Or snail mail your entry to:
The 99 Crafty Customs Contest
Easyriders magazine
P.O. Box 3000, Agoura Hills, CA 91301

THE RULES:

The 99 Crafty Customs Contest bikes are limited to street legal and registered 1990 to 1999 Harley-Davidson big twin motorcycles for now – watch for Sportster and Metric bikes in the future. If you already own a 1990 to 1999 Harley big twin, we'll use the N.A.D.A. value for current average retail (we will use the '95 prices for '90 – '95 bikes).*

Your total cost for the motorcycle, dress-up parts, accessories, chrome and paint cannot exceed $9,999.99. We expect you to provide receipts to show us what you spent on parts, accessories, chrome and paint. If we can see it, we want to see a bill for it.

We will pick one 99 Crafty Customs Contest winner per issue so get crackin'! We'll also pick a Crafty Custom of the Year at a 99 Crafty Customs Invitational Bike Show, and that bike owner will win $10,000.00! (Voting will be by our editors and the public.) We retain the sole right to make all decisions about what bikes and modifications qualify for Contest consideration, and anything else concerning these rules and the 99 Crafty Customs Contest.

If you've got a bike that fits the rules or if you're building one now, we want to see it. Send in your photos today!

When times are tight, American bikers are some of the most ingenious people on Earth. *Let's see what you've got!*

Harley-Davidson Production Numbers from 1990 through 1999 ("Customs" indicate Softail and Dyna big twin models combined.)

*Note: N.A.D.A. Motorcycle value prices are based on "Current Average Retail" and only go back to 1995.

Year/Type	# Produced		Average Value
1990			
Sportsters	16,119		
Customs	34,579		
Touring	11,760		
Total	62, 458 (19,320 were exported)		
1991			
Sportsters	18,735		
Customs	39,550		
Touring	10,341		
Total	68,626 (21,633 were exported)		
1992			
Sportsters	17,623		
Customs	48,177		
Touring	10,695		
Total	76,495 (23,253 were exported)		
1993			
Sportsters	22,247		
Customs	49,004		
Touring	10,445		
Total	81,696 (24,513 were exported)		
1994			
Sportsters	26,466		
Customs	52,046		
Touring	17,299		
Total	95,811 (29,313 were exported)		
1995			
Sportsters	29,625	883 Sportster	$1,725
Customs	54,456	Heritage Softail	$6,175
		Dyna Low Rider	$4,490
Touring	21,023	Electra Glide	$5,225
Total	105,104 (32,076 were exported)		
1996			
Sportsters	31,173	883 Sportster	$1,750
Customs	63,198	Heritage Softail	$6,375
		Dyna Low Rider	$4,350
Touring	24,400	Electra Glide	$5,300
Total	118,771 (34,657 were exported)		
1997			
Sportsters	31,453	883 Sportster	$1,775
Customs	70,724	Heritage Softail	$6,550
		Dyna Low Rider	$4,650
Touring	30,108	Electra Glide	$5,450
Total	132,285 (36,069 were exported)		
1998			
Sportsters	33,892	883 Sportster	$1,800
Customs	77,434	Heritage Softail	$6,800
		Dyna Low Rider	$4,950
Touring	39,492	Electra Glide	$6,000
Total	150,818 (39,916 were exported)		
1999			
Sportsters	41,870	883 Sportster	$1,940
Customs	87,806	Heritage Softail	$7,400
		Dyna Low Rider	$5,700
Touring	47,511	Electra Glide	$6,475
Total	177,817 (41,573 were exported)		

TOTALS

Total Production Harley-Davidson motorcycles from 1990 to 1999 by model type:

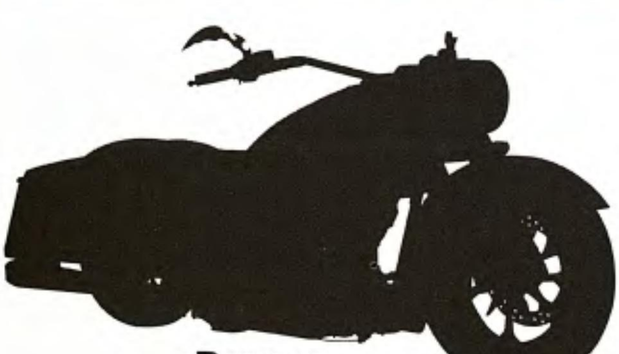
Sportsters	= 269,203
Customs	= 576,974
Touring	= 223,074
Total	= 1,069,251

www.99crafty.com

The 99 Crafty

Where creativit

Merriam Webster: crafty (adjective) 1) Skillful

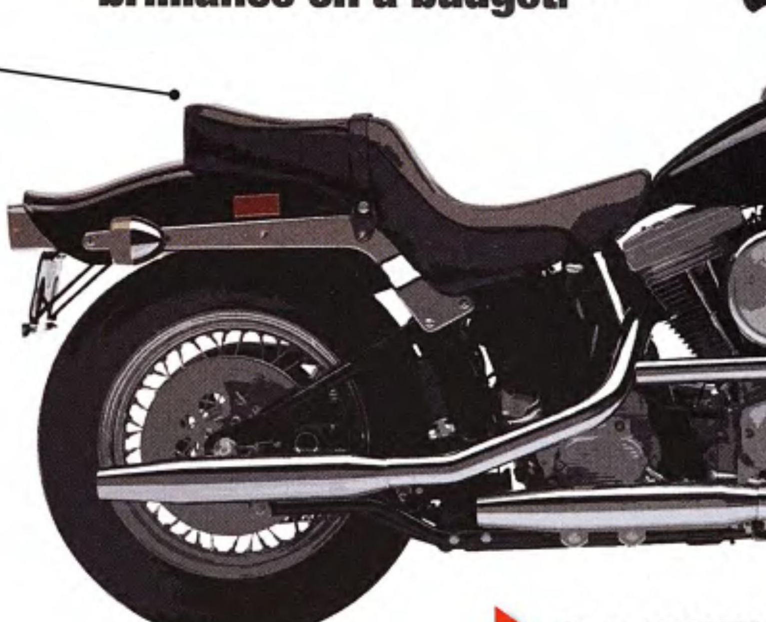


"Times are tight and your bros at *Easyriders* want to prove that you don't have to spend $20,000, $30,000 or $35,000 to build a cool custom motorcycle. We're looking for 'brilliance on a budget.' "

Bagger

"HERE'S HOW IT WORKS:
buy yourself a used 1990 to 1999 big twin Harley-Davidson and turn it into your vision of a custom scoot, spending no more than **$9,999.99**!"

"If we like your bike, we'll feature it in one of our Paisano Publications motorcycle magazines. Go to **www.99crafty.com** to enter to have your bike considered for a feature in one of the magazines."



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Customs Contest

beats $$$$$$

ver. 2) Adept in the use of subtlety and cunning

Remember, the cost of the bike and customizing cannot exceed

▶ $9,999.99

To sign up, go to www.99crafty.com

Chopper

Win!
Win!
Win!
Win!
Win!

"Send us photos of your bike along with a tech chart of what you changed and receipts to show how much you spent."

Win!
Win!
Win!
Win!

00-'99 BIG TWIN (Any Model)

Bobber

Win a bike feature in our magazines, prizes and trophies.

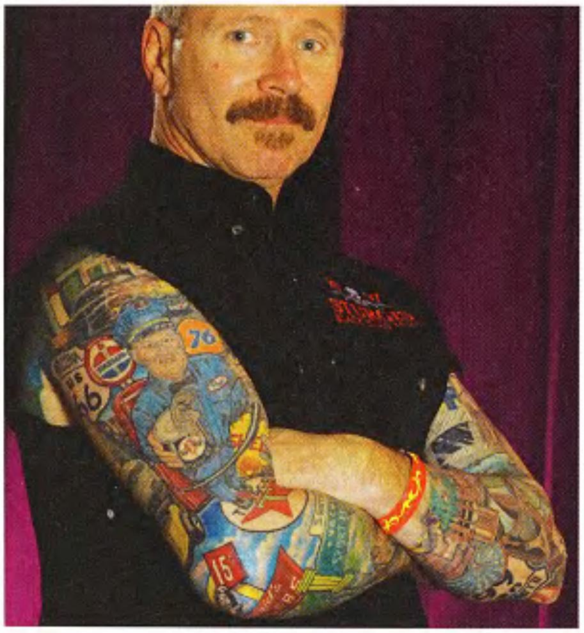
"We have added a new Crafty Custom Class to the Easyriders/V-Twin Bike Show Tour."

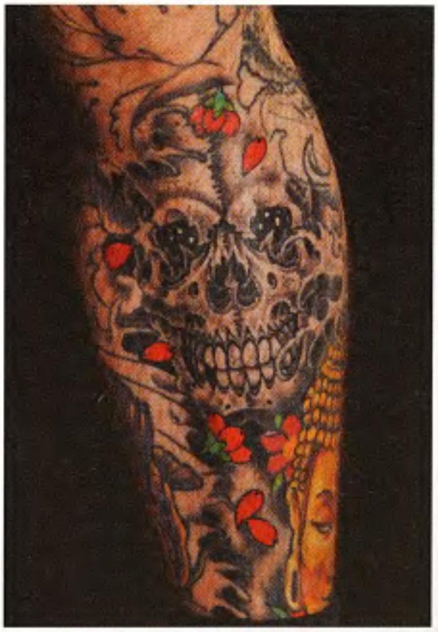
Prize money For Crafty Custom of the Year ▶ $10,000.00

HARBOR FREIGHT TOOLS
Quality Tools at Ridiculously Low Prices
RC Components SINCE 1989
DENNIS KIRK

BEST BIKER TATTOOS

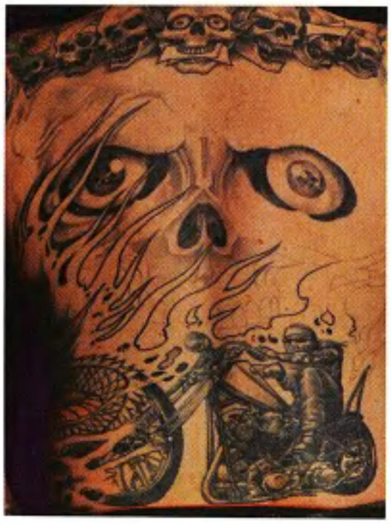
A RITE TO RIDE

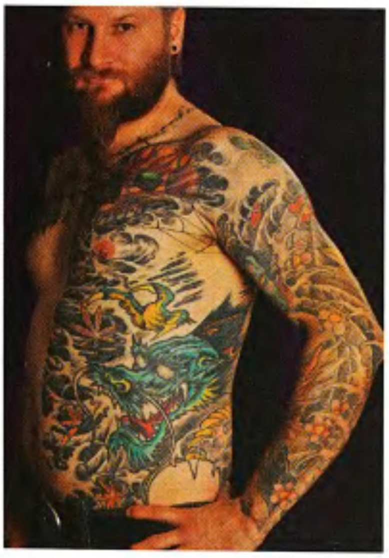


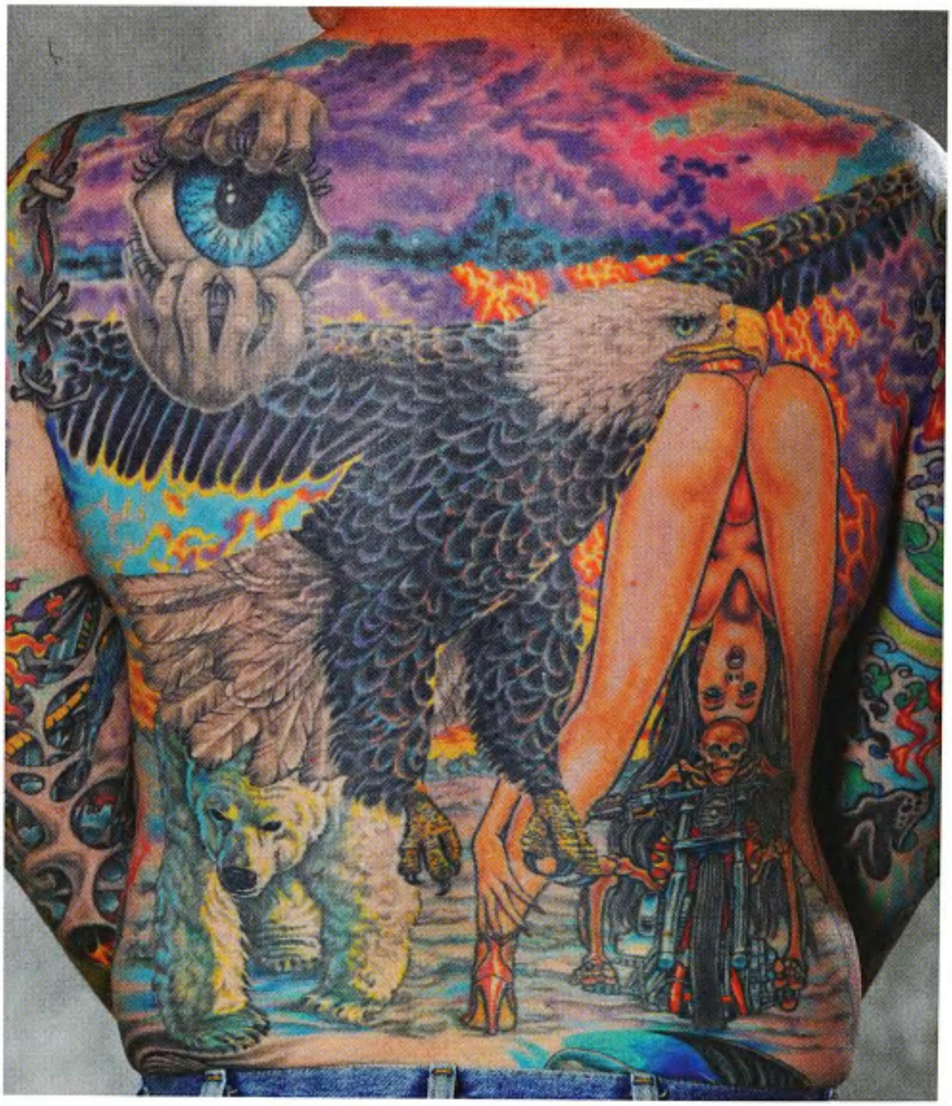


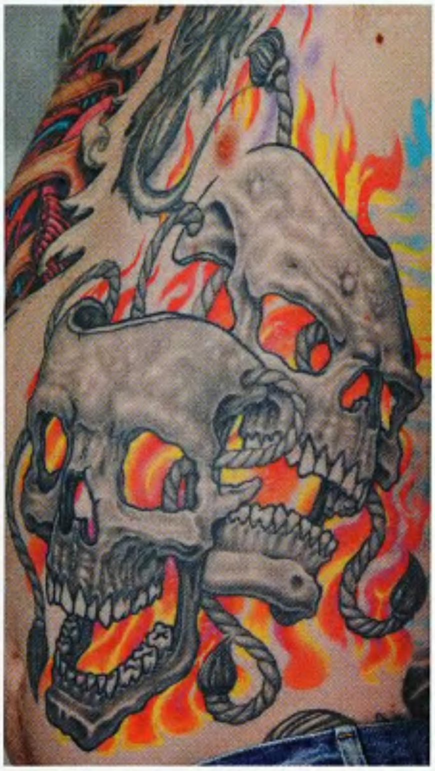
Each year our October issue features a look at some of the very best biker ink found and collected for us by Frenchie at our sister magazines *Tattoo* and *Tattoo Flash*. She dutifully puts aside Harley-related tattoos and biker lifestyle-inspired works of dazzling dermagraphics that capture the very personal rites of passage into our brother and sisterhood. These run the proverbial gamut from Harley-Davidson logos such as the venerable bar & shield, panhead motors, choppers, proud eagles, and demonic skulls to tattoos inspired by the works of our own late and great David Mann as well as other symbols synonymous with the biker way of life.

HARLEY-DAVIDSON







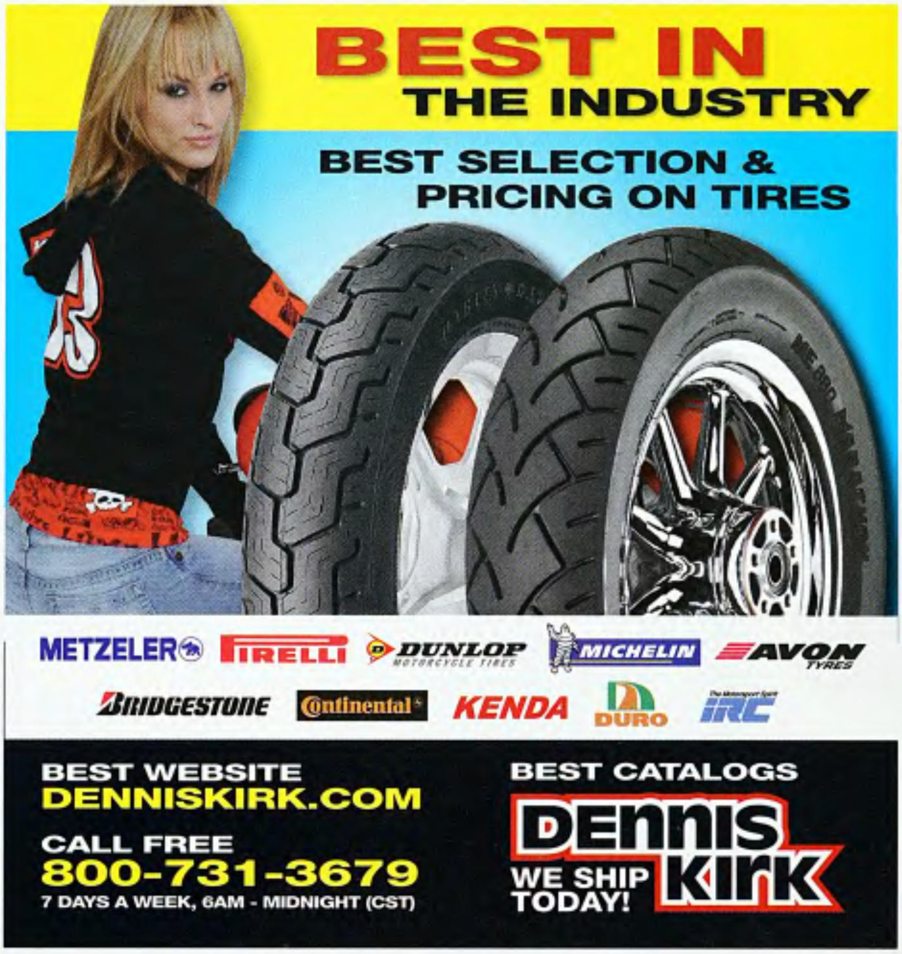


Photos: Billy Tinney and Markus Cuff

This time 'round, you'll feast your eyes on Jim Bush's amazing body mural ode to Route 66, Andrew Roberts' in-the-skin homage to the Harley-Davidson founders, and bodysuit-bound Oli Franz' collection of skulls, hot rod kustom kulture motif, and David Mann-inspired scooter tramps. You will also see Ray Decker's wild and colorful chopper backpiece and Harley bar & shield, Philip Peck's bald eagle, stripper, and David Mann backpiece.

Special thanks to *Tattoo* editor and senior photographer Billy Tinney and photographer Markus Cuff for bringing the colorful world of two-wheeled tattoos to us. May these works of moto art whet your appetite for a permanent expression of your love of ridin' easy.

—Dave Nichols



Cutting Edge Illusions

CUSTOM PAINT, FABRICATION, AND MANUFACTURING

Cutting Edge Illusions of Eugene, Oregon, is known all over America for providing creative solutions for customizing motorcycles. From airbrushed flames and murals, to old-school pinstriping, these guys do it all.

Cutting Edge opened its doors in 2003 and has painted literally thousands of bikes in its 4,800-square-foot shop, which includes three large 14- by 26-foot paint booths. Infrared ovens are used to bake and cure metal and fiberglass bodywork for the highest level of quality. Company Vice President Nick Maly says, "Cutting Edge Illusions demands quality at each step in your project. We start by bead-blasting the parts to get a clean surface. This is the fundamental step that is the basis for our lifetime guarantee. During the painting and clearcoat steps, we ensure that our environment is one hundred percent clean so that no microparticles end up in your paint. One thing that really sets us apart is our detailing process. This is where we go over each piece with a fine-tooth comb and ensure the black is one hundred percent black, that our lines are perfect with no blowout, and the artwork is exactly as we agreed on in our design review."

Interestingly, about ninety-five percent of Cutting Edge's customers come from outside Oregon. "This has driven us to perfect our shipping process, our design meetings, and updating customers with their own online gallery where we post process pictures at each step in the project," Nick says.

Customers can select from several hundred custom paintjobs posted on their website, or use a previous job as inspiration for their project and change up the colors or design to fit their personality. "We work with each customer before the project starts to establish a clear budget and quote for the project," Nick says. "Then after your parts are shipped to our shop, our lead designer will have a final design call to be sure that we are all on the same page for the design, colors, fabrication, and overall theme of the project. This extra step ensures that we are both on the same page and that we can proceed quickly when the parts arrive. We take a $500 deposit to start a project and don't collect any more money until the customer has seen final pictures of their parts and are 100% satisfied."

Cutting Edge uses their website as a way to keep their customers involved every step of the way. "Once we receive your parts, we will create an online photo gallery where you can track the progress after each step," Nick tells us. "We like to work collaboratively with our customers getting feedback after each step to ensure that the result exceeds all expectations."

Cutting Edge Illusions also manufacturers a line of aftermarket parts including their V-Rod Ram Airboxes and pro-street rear fenders. The Airbox cover is offered as a direct replacement to the factory unit.

If you're thinking of custom paint for your scoot, why not get the cutting edge?

—Dave Nichols

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Photos: Cutting Edge

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A shout-out to the biker world. —Rusty Childress, Sturgis 2009

Peace and love to all who ride. —*Rick Koury, 2009 South Florida Toy Run*

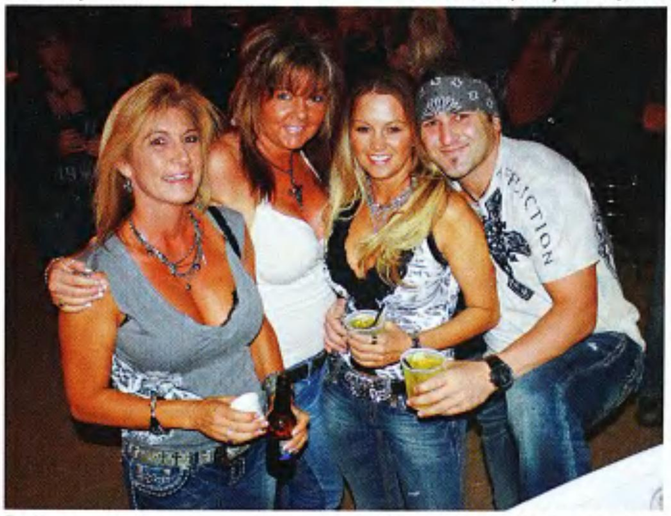
Smoochfrest. —*Chris and Joe Brzostowski, Rosell Park, N.J.*

Head warmers. —*Scott Southwick, Harley Rendezvous, N.Y.*

Old-school fun. —*Felica Morgan, Chopper Fest 66, Ventura, Calif.*

Queen Lindsay on a 'King. —*Daren Copeland, Waterbury, Conn.*

Friendly lasses. —*Katmandu, Key West, Fla.*



Dolls and dude. —*Kimmy Cruz, Cave Creek, Ariz.*

She means business. Feelin' lucky?

—Dennis Carver, Hideaway Grill, Cave Creek, Ariz.

Each month, the best pictures our readers send us are printed here. We prefer digital art, but can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff, these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions. Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: ***Easyriders*** In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

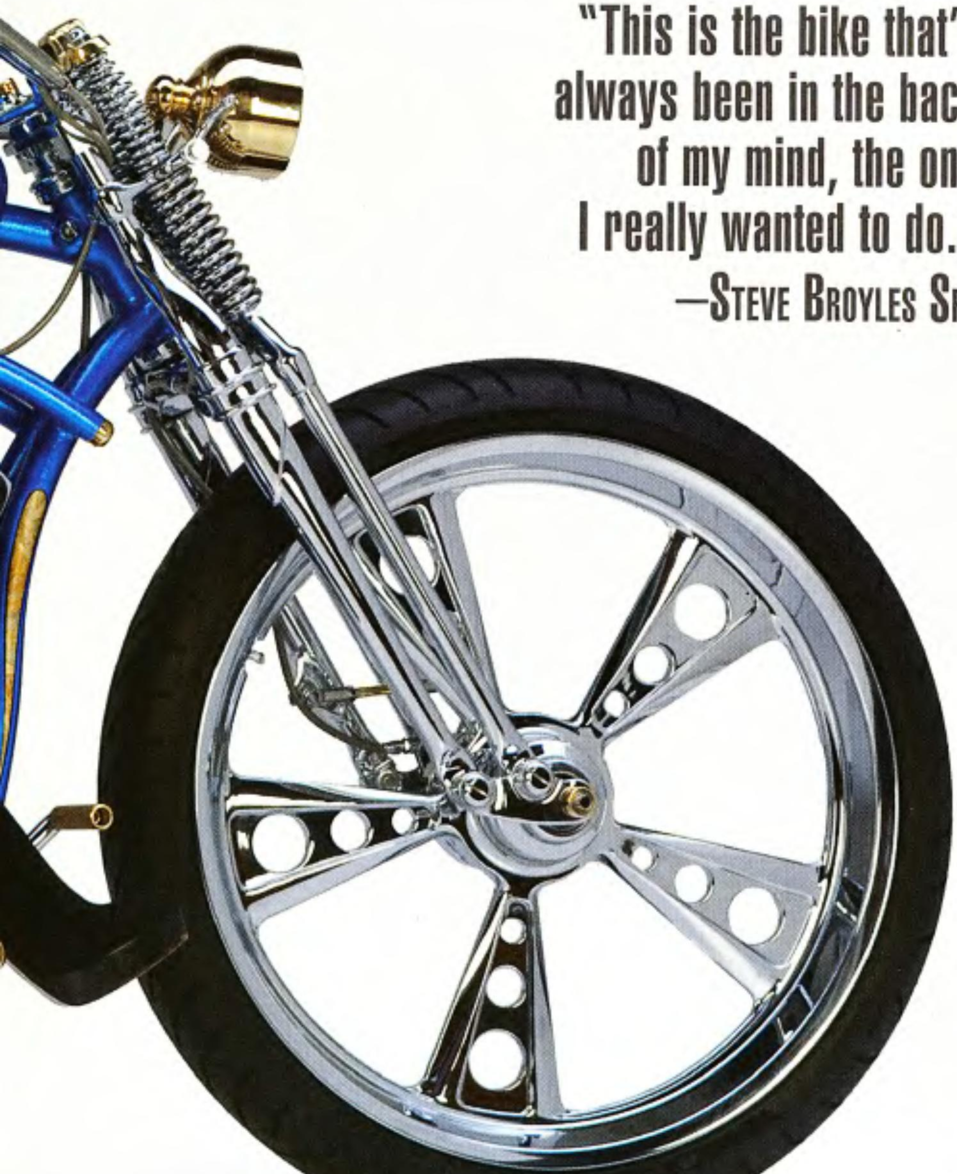
Jim Lightfoot paints a photographic picture to honor our Tattoo Special. Here's a picture that is worth a thousand words. To see more, visit www.lightfoot.com.

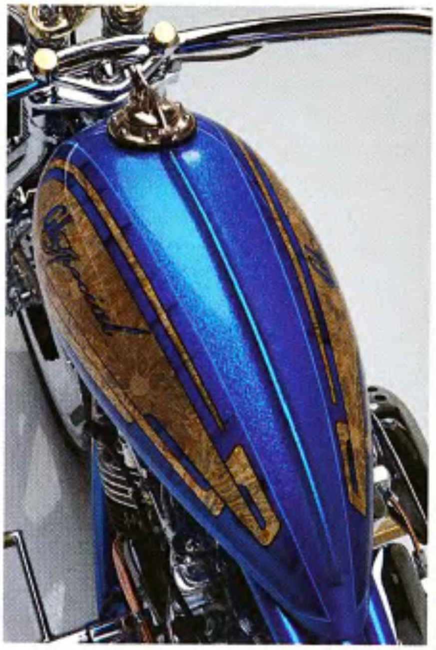
STEVE BROYLES' GL SPECIAL

A Dream Come True

Pro-builders dream about putting together their ultimate motorcycle, the one they can create with no limitations. Normally a custom bike is built for a client, a guy with his own ideas about what he wants. And, as the saying goes, "The customer is always right." In this case, though, Gary Lipton came into Stevenson's Cycle and asked Steve Broyles Sr. for something different. He asked Steve to build the bike that was next in his mind, the one he'd want for himself. It seems that Gary is a repeat customer at the Wayne, Michigan, shop and he trusts Steve Sr. and his son Steve II completely.

"This really opened up the door for me," Steve Sr. says. "Having the freedom to build whatever I wanted? To have it look the way I wanted it to look, every aspect exactly as I wanted it? That was a dream come true." That dream began with a custom frame designed by Steve Sr. and fabricated by Steve Sr. and his friend Darrian Tefft. A one-off, Steve Sr. says the frame was meant to resemble a classic Schwinn bicycle, the kind he rode as a kid, right down to the "American Flyer" tag affixed to the front of the neck.





"This is the bike that's always been in the back of my mind, the one I really wanted to do."
—Steve Broyles Sr.

"I've been at this for 41 years," Steve Sr. goes on, "and this is the bike that's always been in the back of my mind, the one I really wanted to do." Gary didn't rush the process, either. "He let us take our time...making everything exactly as we wanted it," says Steve Sr. And he did. Start to finish the build took the better part of a year. Time well spent.

Gary's bike became the platform for plenty of other ideas Steve Sr. had been holding back for decades. That bicycle-inspired frame was just the beginning. The primary is another example. It's an Evil Engineering/Stevenson's Cycle collaboration that moves the starter motor down low and behind the transmission.

"Where it belongs," Steve says. Now that primary is offered by Evil Engineering as the LSD Conversion (which stands for Lowered Starter Design). The forward controls are also something new, more firsts for Stevenson's and prototypes for new products. The unique oil tank is a glass-sided affair, built by Stevenson's with some precision laser cutting and some help from fabricator Kevin.

Even though he had a free hand here, Steve Sr. knew this bike was going out to a customer, and a good one, so instead of doing one of his signature "switched-engine" builds, swapping cylinder heads front to rear with reverse engineering or using two dissimilar designs, a pan and a shovel for instance, this time he went for function over form. Those custom engines, he says, are creations he likes to keep for himself. For a bike going out to a customer, he opted to keep the mechanicals simple, straightforward and serviceable by anyone almost anywhere. The motor is a reliable 93-inch S&S shovel, fully polished and nicely dressed, of course, with plenty of the Stevenson's handiwork inside.

Gary Lipton had no idea what he was getting, was confident it would be something plenty cool. He was right. Finished in its Metalflake Blue with gold leaf and all those polished brass accents, the bike took 9th place at the prestigious Sturgis Bike Show, and then, in 2009, the little bobber grabbed top honors and the Canadian Cup. Even with that show-bike pedigree, Gary rides his surprise special regularly. That was something else that Steve Broyles had in mind from the start.

—Joe Kress

Our *Easyriders* girl this month is the mighty, mouthwaterin' Meagan. This Southern sweetie was more than happy to slip and slide all over Gary Lipton's Schwinn vibrator.

Owner: Gary Lipton
City: Detroit, Michigan

GENERAL

Designer: Stevenson's Cycle
Fabrication: Steve Broyles Sr./ Steve Broyles II
Year/make: 2007 Stevenson's Cycle
Model: bobber
Assembly: Stevenson's Cycle
Time: 1 year
Chroming: Dynamic Metal Finishing

ENGINE

Year/make: 2007 S&S
Model: shovelhead
Displacement: 93 cubic inches
Ignition: S&S
Cam: S&S 585
Carb: S&S "E"
Air cleaner: Goodson
Pipes: Stevenson's Cycle

TRANSMISSION

Year/make: 2007 Baker Torque Box
Shifting: 6-speed

PAINTING

Painter: Darrin Williams, Liquid Illusions Art
Type/color: House of Kolor/Metalflake Blue, gold leaf

FRAME

Year/make: 2007 Tefft/Stevenson's Cycle
Type: rigid
Rake: 32 degrees
Stretch: none
Shocks: none

ACCESSORIES

Bars: Stevenson's Cycle
Handlebar controls: Joker Machine
Fenders: Stevenson's Cycle
Headlight: Deviant
Taillight: Stevenson's Cycle
Pegs: Stevenson's Cycle
Foot controls: Stevenson's Cycle
Gas tank: Tefft/Stevenson's Cycle
Oil tank: Stevenson's Cycle/Fab Kevin
Seat: Duane Ballard
Grips: Bare Knuckles Choppers

FRONT END

Type: springer
Builder: Stevenson's Cycle

WHEELS

Make: Weld Racing
Size: 23-inch front, 18-inch rear
Tires: Avon Venom
Brakes: 360 Brakes, Exile
Photos: Don Rogers

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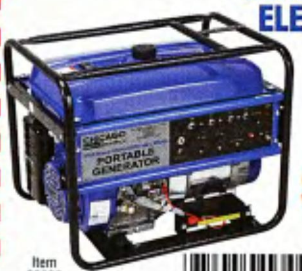

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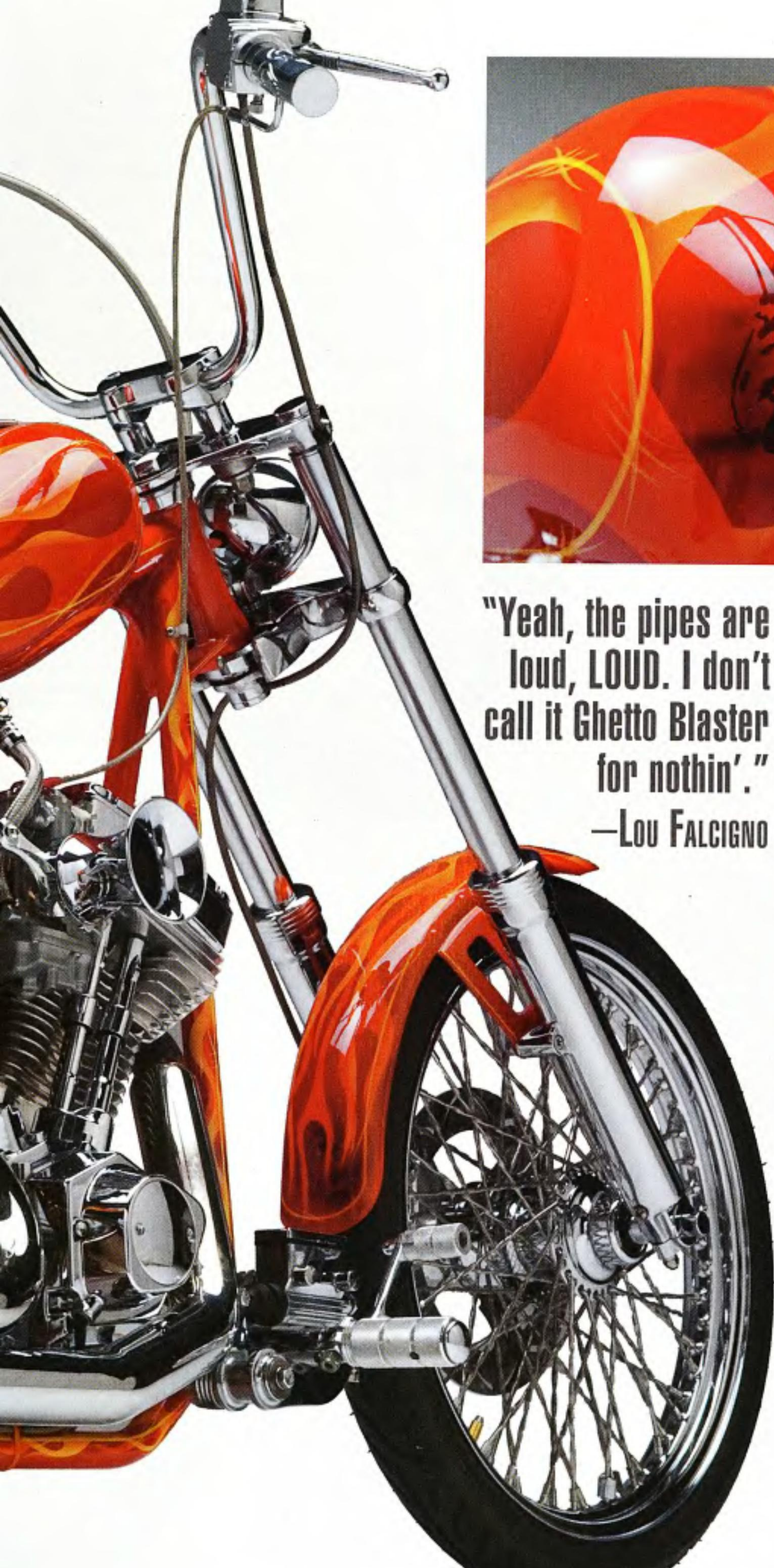
LOU FALCIGNO'S MEMORY MAKER

Ghetto Blaster

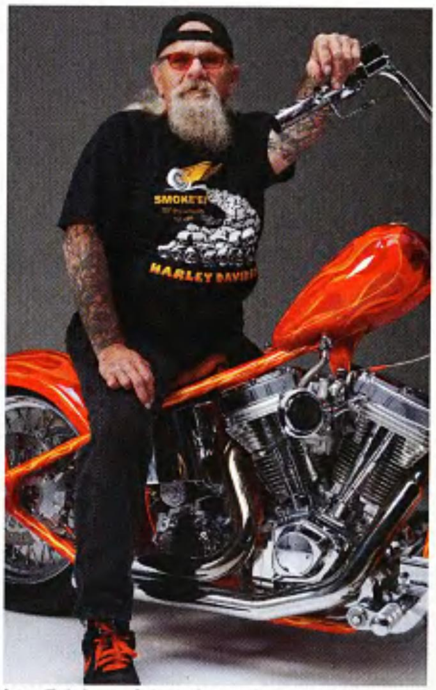
Memories can surface by seeing a photo, reading a letter—sometimes even by looking at a motorcycle created "back in the day." The bike seen here and tagged "Ghetto Blaster" by its designer and builder Lou Falcigno recaptures a scooter Lou built more than 30 years ago after returning to The World from The Nam. Now, decades later, wrangling with the VA and recovering from recent surgery, he says the Ghetto Blaster is a sure cure for whatever ails you, body, mind, and spirit.

Speaking from his C&L Hog Shop in Ft. Pierce, Florida, where the sunshine and snowbirds never cease, the project started with a donor bike in need of a serious makeover. "When I got it, it was no where near what I wanted. Put it that way," says Lou. "So I started chopping. I had some good help from Don Leary who helped me put this thing together while I was dealing with the VA thing."

That donor bike basically gave up all the clunky parts it was wearing, which



"Yeah, the pipes are loud, LOUD. I don't call it Ghetto Blaster for nothin'."
—Lou Falcigno



Lou Falcigno *(above)* says the project started with a donor bike in need of a serious makeover.

included tossing the bodywork, the narrow front end, and the engine and the tranny. Yeah, it was a small donation. Lou recycled the powertrain and went for something a bit stouter and more pleasant to the eye in the form of a 117-inch Ultima motor matched to an Ultima 6-speed transmission. The powerplant got a new home in the form of CCI frame that Lou modified with four inches up and two out at the neck.

Capturing the essence of a classic 1960s chopper, he topped off the frame with a modified Mustang gas tank and

plugged in an extended Wide Glide front end with reach-to-the-sky ape-hangers. Off went the clunky original wheels; on went a set of DNA rollers (a 16-incher in front and an 18-incher in the rear), both cinched down by RevTech brakes.

Looking for more low-end grunt, Lou dropped the front sprocket down a tooth. "That one tooth makes a difference," he tells us. "The motor is great, no shake, no vibration. Hitting 80 mph, you

can still see things in the mirror. And, yeah, the pipes are loud, LOUD. I don't call it 'Ghetto Blaster for nothin.'" The paint's pretty loud too—thermonuclear reds, yellows, and lots of orange laid by a guy named Daniel, who also runs a tattoo shop.

Lou's show-stopping choppers have been appearing in *Easyriders* for some 30 years. Now his bikes are inspiring a whole new generation of bike builders and chopper fans.

—Paul Garson

Owner: Lou Falcigno/
C&L Hog Shop
City: Ft. Pierce, Florida
GENERAL
Fabrication: Lou Falcigno
Year/make: 2002 Special
Model: Ghetto Blaster "3"
Assembly: Lou Falcigno
Time: 6 months and 2 days
ENGINE
Year/make: 2009 Ultima
Displacement: 117 cubic inches
Cam: Ultima
Ignition: Mid-West
Pistons: Ultima
Heads: Ultima
Lifters: Ultima
Carb(s): Mikuni 45
Air cleaner: Velocity Stack
Pipes: Samson/C&L
TRANSMISSION
Year/make: 2009 Ultima
Shifting: forward controls
PAINTING
Painter: Daniel
Type/color: House of Kolor/orange
Special paint: Porkchops
FRAME
Year/make: 2002 CCI
Rake: 45 degrees
Stretch: 4 inches up, 2 inches out
ACCESSORIES
Bars: CCI
Handlebar controls: CCI
Fenders: C&L
Headlight: C&L 4-inch
Taillight: on license plate
Pegs: Lou Falcigno
Electrics: Lou & Don
Gas tank: modified Mustang
Oil tank: C&L horseshoe
Oil system: C&L
Seat: Keith's Customs Seats
Mirrors: Lou/C&L
Grips: CCI
FRONT END
Type: Wide Glide
Extension: long
Builder: Harley-Davidson
WHEELS
Size: 16-inch front, 18-inch rear
Wheels: DNA
Tires: Avon
Brakes: RevTech
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February 12-14	Easyriders Bike Show, Columbus, OH
February 27-March 7	*Orlando Bike Week, Orlando, FL
April 29-May 2	Thunder Beach, Panama City Beach, FL
May 22	Roll On Columbus, Arena District, Columbus, OH
May 28-31	*Party in the Pines, Longview, TX
June 4-5	Louisville H-D, Louisville, KY
June 11-13	*ROT Rally , Austin, TX
June 18-20	Iron Titans Motocycle Rally, Tazewell, VA
June 26-27	*JP Cycles, Anamosa, IA
July 1-4	*MS Bike Fest, Gulfport, MS
July 9-11	Available
July 16-18	*Muskegon Bike Time, Muskegon, MI
July 20	MotorCycle Night, Lowell, MA
July 24-25	R&R Cycles Open House, Manchester, NH
July 27	MotorCycle Night, Lowell, MA
July 30-August 1	*St. Charles Harley-Davidson, St. Charles, MO
August 8-15	Full Throttle Saloon, Sturgis, SD Finals-The-Dyno-Drag Shoot-Out
August 20-22	Four Rivers Harley-Davidson, Paducah, KY
August 28	The Edge Memorial Ride, Woodhaven, MI
September 3-4	Winchester Harley-Davidson, Winchester, VA
September 10-12	Available
September 18	Signature H-D, Peerysburg, OH
September 24-25 and September 29	Bike's On The Bricks, Flint, MI
October 2	Bikes, Blues, & BBQ, Fayeteville, AR
October 8-10	Available
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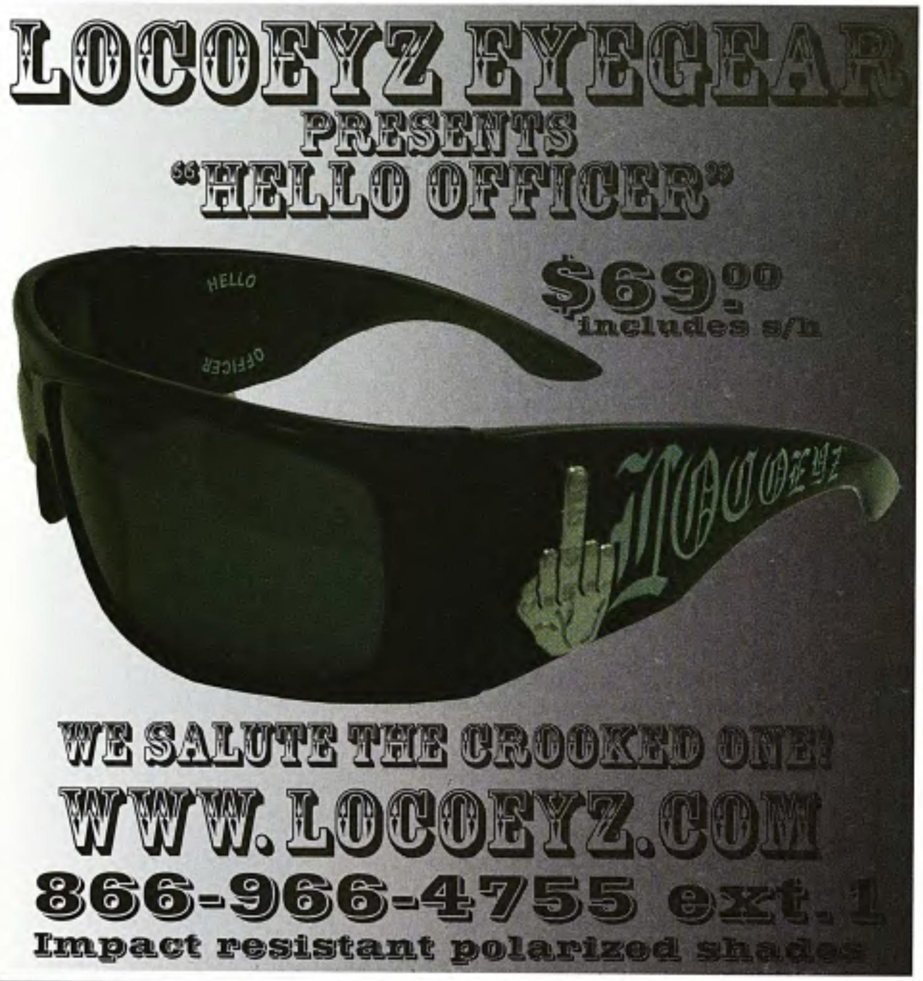

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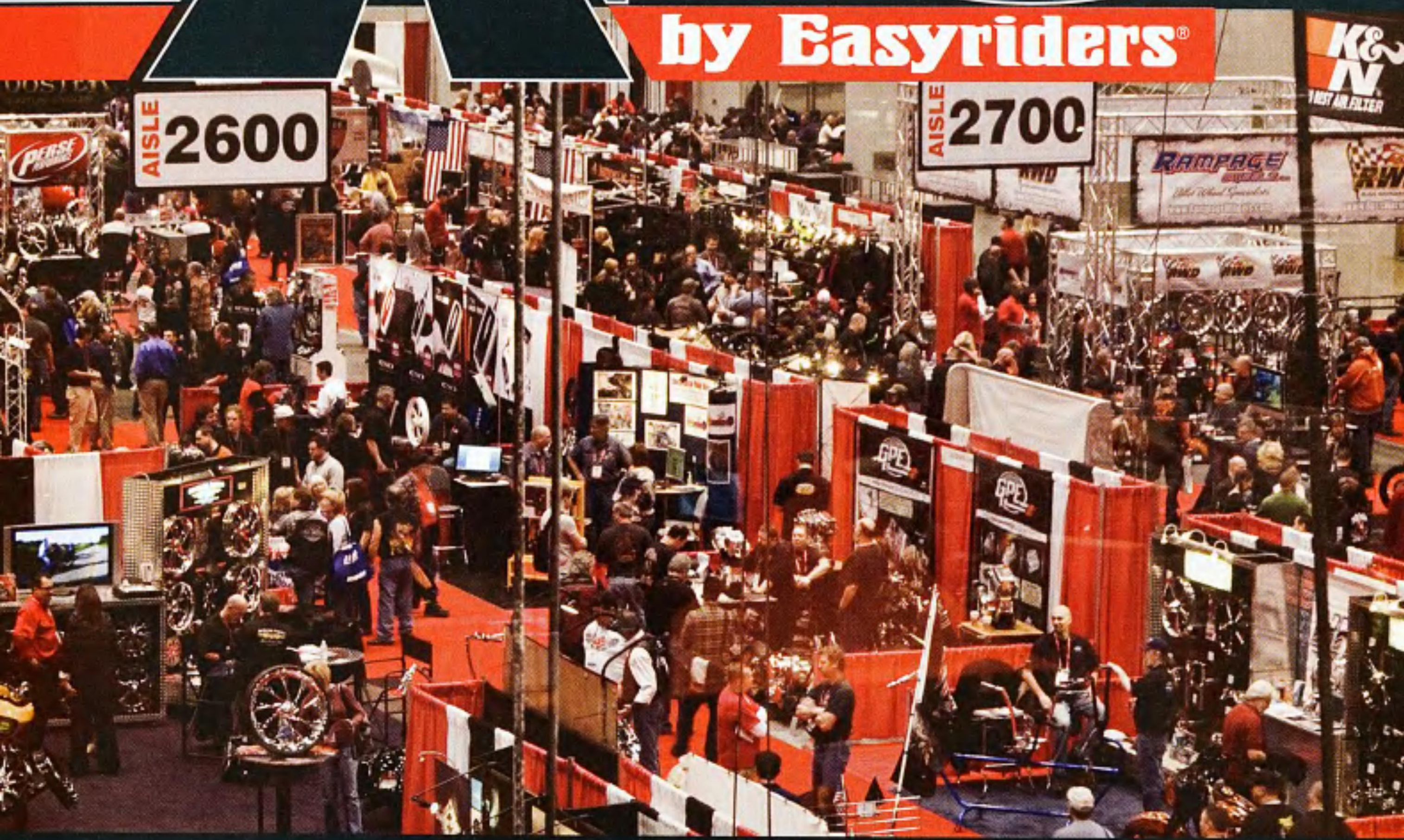

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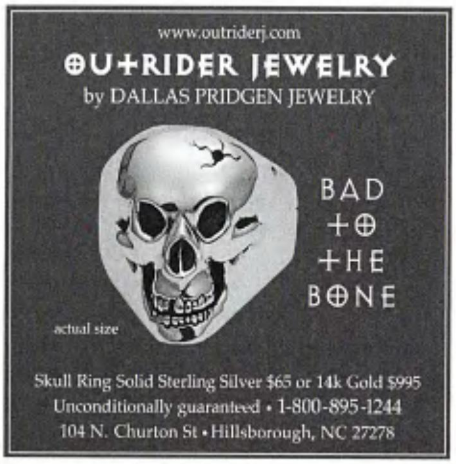

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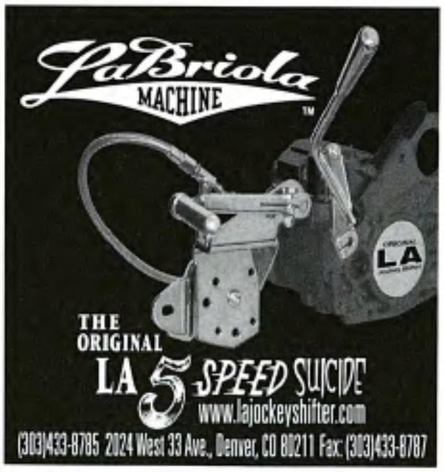

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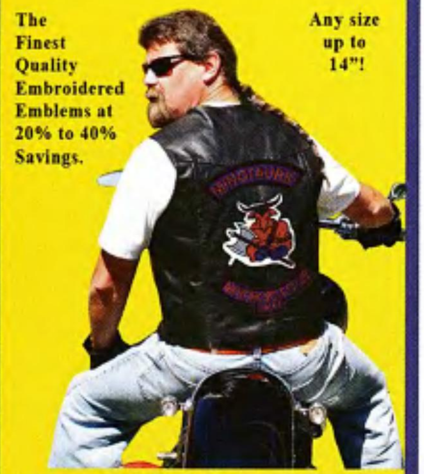

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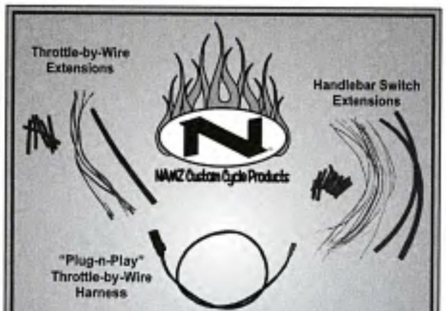

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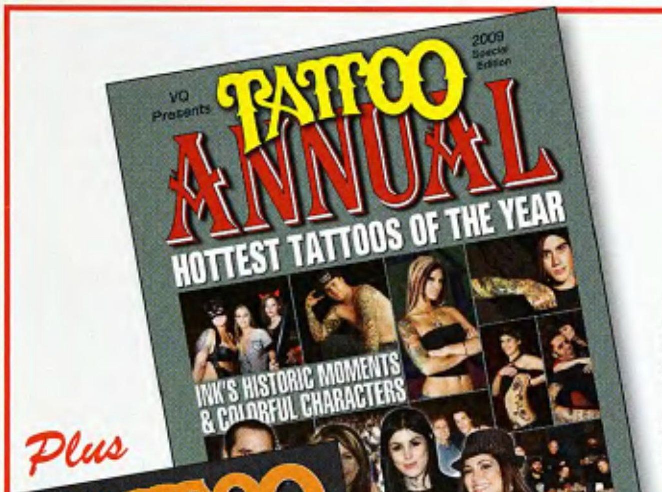

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SPEED'S SOLUTIONS

Tech Tips From The Tuning Pros: Picking Pipes

Photo: Joe Kress

Exhaust pipes are at the top of most riders' lists of stock items to change. New pipes can look better, sound better, and, when chosen correctly, work better, producing more horsepower than stock. It's that last bit, though, that can be tricky. An exhaust system is about more than shiny chrome and a deep rumble.

Everyone seems to be watching his or her wallet these days, looking for that maximum bang for the buck. An exhaust swap, coupled with a free-flowing air filter and re-mapped fuel injection can deliver it. It can make a bike run crisper, cooler, stronger, smoother, and even give the fuel economy a boost. Pipe choices, however, run the gamut. There are drag pipes, slip-on mufflers, 2-into-1 systems, staggered duals, true duals—the list goes on. If just looks and sound are the goal, that's one thing. Gaining performance with an exhaust swap is something else, and the question is: What kind of performance do you want? Top end? Low range? Mid-range? No one system is going to be perfect for everyone, but with a little insight, chances are you'll get the one that's right for you, your bike, and how you ride it.

The guys at Speed's Performance Plus have helped thousands of riders all across the country pick out an exhaust. Here's the rundown, the pros and cons as they see them. Those short, wide-open drag pipes? Most often, Wayne Hanson says, they're tuned for high-rpm, large-displacement engines. At anything less than full-throttle, the exhaust pulses—sonic and thermal—can back up too quickly, re-enter the combustion chamber and rob power. Longer pipes, baffling, or anti-reversion cones can sometimes help. Large-diameter pipes? Bigger isn't always better according to Wayne. It's pretty well accepted that 300 feet per minute is an optimal exhaust flow for a Harley. A big, wide-open pipe can actually restrict things by not allowing that optimal flow to be reached. The general rule for street bikes is a 1 ¾-inch diameter for the head pipes. Some pipes step up that diameter two, three, even four times over the length of the system, but the sizes of those diameter increases and their placement is critical and far more complex than we have space for here.

So how about some Speed's specifics? One more bit of theory first. It's what engine builders call "the area under the curve" and for a street bike, more is better. What they're talking about is the dynamometer printout generated by testing a certain set of pipes on a certain bike. Horsepower and torque that builds quickly to its maximum and then stays there, relatively flat across the chart, until ultimately falling off as rpms reach a point where the system loses efficiency is far more useful than horsepower and torque that quickly reaches a somewhat higher level but then dramatically falls off just as fast. The first example has more "area under the curve," and the Speed's Performance crew has learned that when you're looking for low- to mid-range performance up to around 4,500 rpm with a relatively stock engine, a 2-into-1 invariably delivers it. These collector systems do an excellent job of scavenging gasses, reducing reversion and controlling those power-robbing pulses. A 2-into-1 is even OE on the new Street Glides and Road Glides, albeit with a somewhat restrictive muffler.

Does this mean anything other than a 2-into-1 is a step in the wrong direction? Absolutely not. Staggered duals and true duals can both be extremely efficient street systems—and they look good. For best performance, though, the Speed's team generally chooses a dual system incorporating some sort of crossover connection between the pipes. "Many new Harley-Davidson baggars already connect the factory dual exhausts and simply adding a pair of performance slip-ons can make that system pretty efficient up to about 4,000 rpm," says Wayne.

Need more? Now you're looking at a full-replacement, whether it's some sort of connected true duals, staggered duals or if the look and sound is acceptable a true 2-into-1. Of course, on those new Road Glides and Street Glides Harley's already gotten you halfway home. A new muffler will, in most cases, be a pretty sweet move.

Choosing an exhaust you'll like doesn't have to be complicated. Check out the Speed's website for more information. When the guys are in your area, stop by for a chat. Talk exhausts. It'll be time, and money, well spent.

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EASYRIDERS' LIGHTING & ELECTRICAL GUIDE

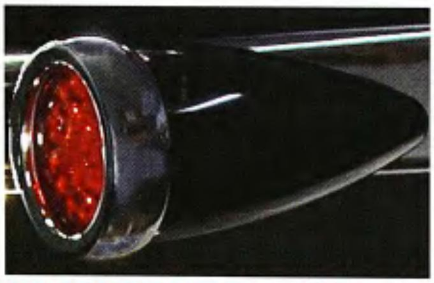
IT'S A MATTER OF SURVIVAL

See and be seen; it's a matter of survival. With all of those cell phone-gabbing cagers running amok, a little extra lighting is second only to mega-loud exhaust to get the attention of the multitude of distracted drivers competing to knock us off the road.

A headlight and a tail ain't gonna get it bro, you need florescent purple mood lighting like the circus just came to town just to have a chance, a slim chance, at catchin' their eyes before they wipe you off the road. Light 'em up! —*Kit Maira*

BADLANDS NEW NON-FOLDING TAG MOUNT

Don't like the factory side-mount license plate bracket on your new Nightster, Dyna or V-Rod? Badlands Products has designed a tag mount that attaches to the lower shock bolt. Then the backing plate with LED lighting bolts on and follows the line of the shock for a clean, tucked in look. It also fits any other model using a 1/2-inch shock bolt for those who desire to relocate their plate frame. The tag mount is also available in two other versions which hold a taillight.



NEW BADLANDS "STOGIE" TURN SIGNALS

These turn signals are super bright with a 25 LED cluster circuit board by Radiantz. The unique bezel design can be chosen in opposite finish to contrast body finish. They are machined from billet with chrome or black-anodized finish giving your bike that retro look.

LIGHT 'EM UP

Badlands' new Le-03-S/R Load Equalizer III Plus Radiantz retrofit LEDs yields vastly superior rear visibility for your

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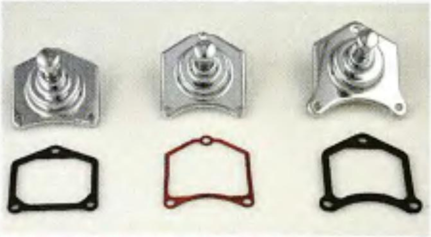

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Custom Dynamics Magic T Converter for Harley-Davidson tour packs will convert all of your tour Ppack lights to "run, brake, and turn." This unit works with LEDs or incandescent bulbs. The patent-pending Magic T Converter greatly increases rear and side visibility of motorcycles by converting both side markers and rear taillights to running, brake, and turn by adding turn signal functionality to rear taillights and brake and turn signal functionality to side-marker lights. This unit requires previous installation

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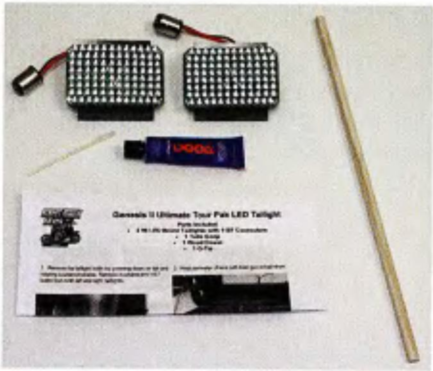

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Check out the Drag Specialties 2010 Fatbook for more great Cycle Visions products.

Drag Specialties
www.dragspecialties.com

CYCLE ELECTRIC 50 AMP THREE-PHASE ALTERNATOR

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Eurocomponents
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EXILE TAIL-LIGHT BRACKET

Exile Cycles has introduced this clever bracket that bolts right in to the stock bobbed rear fender of late-model Softail Custom, Standard, Night Train, or Cross Bones models with a 200 rear tire. Made from steel with a high-quality gloss-black powdercoat finish, this beauty really cleans up the taillight, turn signal, and license plate combination. The Exile Tail-Light Bracket sells for $99 and it accepts the Exile Billet LED Tail-Light ($149), Lazer Star billet turn-signals ($115 each) and black metal license plate surround ($25). Be sure to order your copy of the new Exile "Hard Parts For Stock Softails" catalog.

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NEW ELECTRA GLO FOOTBOARD INSERTS FROM HARLEY-DAVIDSON

Display a bike in dazzling color with the new Electra Glo Rider Footboard Inserts ($179.95) and Electra Glo Passenger Footboard Inserts ($149.95) from Harley-Davidson. The molded-rubber insert appears charcoal black in normal operation, but when the bike is parked and the ignition is turned to the accessory setting, the surface explodes with 36 brilliant LED lamps, washing the surface in light and reflecting off of the chrome engine and exhaust trim. Available colors are: red; blue; purple; or amber LEDs, which match the corresponding Electra Glo Light Pods. The inserts fit 1986-later Harley-Davidson touring models with "D-Shaped" footboards and are easy to install with wiring that plugs into the factory harness.

NEW HARLEY-DAVIDSON COMBINATION RUNNING/BRAKE REAR FENDER TIP LIGHT

The Auxiliary Running Light/Brake Light ($94.95) rear fender tip light from Harley-Davidson upgrades the OE touring model rear-fender tip light from a single-mode running light to a dual-mode running and brake light. The brilliant lamp glows red in the running mode and increases in intensity when the brakes are applied. Available with a smoked or

Performance Measured by Degrees.
You can count on any cylinder being damaged by the high heat of combustion. That's just physics. The key to making it last is to craft a cylinder that can remove the heat to reduce the damage. Revolution Performance uses a combination of larger fins and nickel silicon carbide plating to handle the heat and extend the life of the cylinder.
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red lens to complement any styling direction, the light is easy to install with a plug-in connection to the original-equipment wiring harness. It fits 2009-later FLHTC Electra Glide Classic; FLHTCU Ultra Classic Electra Glide; and FLHTK Electra Glide Ultra Limited models.
Harley-Davidson
www.harley-davidson.com.

WHAT'S BUZZIN'?

Headwinds new Beehive Rocket Headlights are finished in Headwinds famous black pearl (black chrome). Its ridges continue uninterrupted around the housing giving it the look of a beehive. It is the same top-of-the-line Headwinds quality with a new look! You can order the black pearl finish on any size Headwinds headlight, spotlight, or turn signal housing. Made in the USA.
Headwinds
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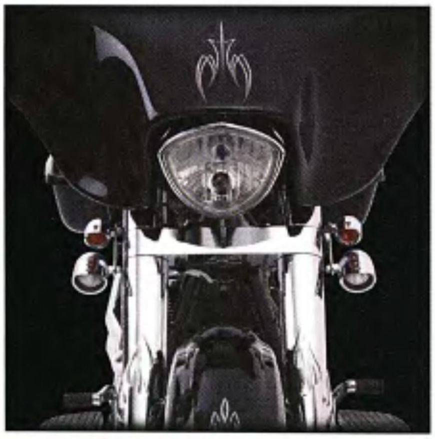
www.headwinds.com

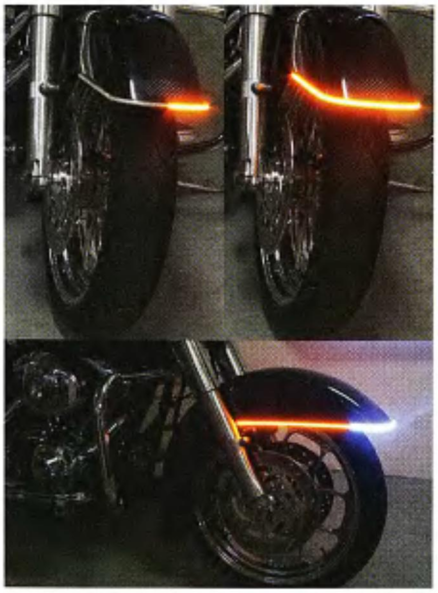


KEWLMETAL BULLET LIGHTS

These lights are unique in the motorcycle market place. These are CAD designed and then perfectly cut by a precision CNC from T6-6061 billet aluminum and then triple chrome-plated. They have a completely concealed clean assembly; no screws are used to hold these together for super slick and clean custom look. For use as a turn signal or taillight or whatever your imagination can come up with. This kit comes with 8mm hollow mounting bolts. Fits all motorcycles. Please specify lens color when ordering. You simply won't find a nicer, more unique, or more beautiful bullet light.
KewlMetal
623-298-7181
www.kewlmetalstore.com

RADIANTZ LAYDOWN TAILLIGHT

Radiantz's $99 direct stock replacement taillight is a brighter, cheaper light, and is available now. Radiantz took its already bright taillight and upgraded it with brighter LEDs and is offering it at a lower price. Available as a 139 LED taillight in smoked housing or a red housing, the light plugs right into the bike amp connection. The installation is as easy as replacing a stock bulb and the taillight comes with a lifetime warranty.



RADIANTZ FRONT FENDER RAILZ

Radiantz now has a LED wrap-around light for the front fender using the patented Flexible LED array. A solid white LED light or amber LED light around the fender is available for extra visibility on the road. The lights can be in a clear or smoked d-channel tube that is .325-inch thick by .325-inch wide with double-sided automotive grade tape on the back so it can be peeled and stuck into place. The light can also be configured as a turn signal so that half the light will flash when the turn signal is activated. Fender Railz also can be made with the white LEDs in the front for a running light with amber LEDs on side for turn signals.
Radiantz
877-469-4241
www.radiantz.com

GRIP ACE DIGITAL MOTORCYCLE SWITCHES

Grip Ace puts motorcycle switch controls under your fingers. The radical new digital motorcycle switch system allows riders to control all motorcycle switch functions with only a slight movement of the fingers. The Grip Ace digital switch system controls your starter, high/low beam headlights, horn, hazards, and, if not equipped with self-canceling turn signals, your motorcycle will now have self-canceling turn signals from the Grip Ace system. The switches are located in your left hand grip under your fingers. The switch system comes with a two-year warranty, all for only $369.
Grip Ace
323-556-0730
www.gripace.com

NASH JUICE BAG

Included in the Juice Bag is everything you need to make wiring your bike a piece of cake. This will give your bag a lot cleaner look, hiding the majority of the wiring. You can use the Nashty Ol Bag, Sancho Bag, or Half and Half Bag. Each bag is universal to fit either hard or Softail applications. The Juice Bag includes an ETX 14 Deka battery pumping out 200 cold cranking amps, and 3.5 feet of both positive and negative battery cable is included. A waterproof key start is mounted on the outside of

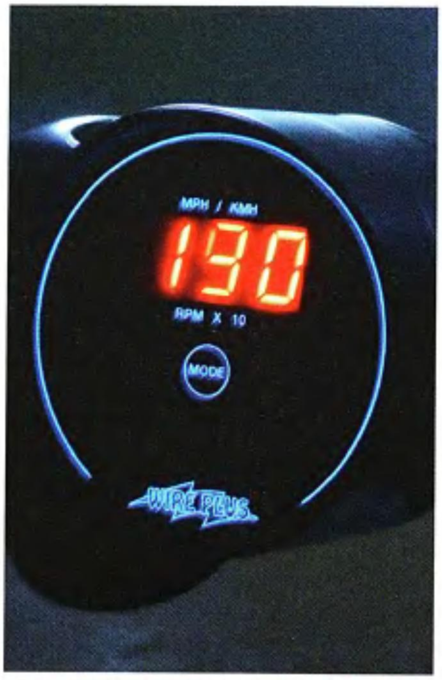
the bag. Water-resistant starter relay, circuit breakers, quick-disconnect deutsch connector, and high-quality water-resistant wiring are all mounted inside along with the battery.
Nash Motorcycle Company
360-693-4225
www.nashmotorcycle.com

GRIP ACE DIGITAL SWITCH SYSTEM

Get rid of ugly stock switch housings. This system looks great when installed in any grip. It is a low-cost system with less wiring and is easy to install with he functions you need when you need them. The kit includes the digital module, one switch Pod with harness, wiring harness, electrical connectors, and instructions with a print for machining your own grips. Kits retail for $369.99 and carry a two-year warranty on electrical components. Available soon: grip sets and (switch) housings with pre-installed Grip Ace.
Rivera-Primo
562-907-2600
www.riveraengineering.com

HOT ROD BAG AND FENDER LED LIGHTING

Sumax offers complete hot rod-style LED lighting kits for your 1996-plus H-D bags and fenders. Fifty very bright LED bulbs light up the retro teardrop glass lens, which is available with or without blue dots. Fender kits feature "run and stop" functions that plug into your rear harness. Bag kits light up both bags feature "run-turn-stop" functions with control module that plugs into your rear harness. No wiring is required. Sumax also offers a large line of fenders and bags with lighting already installed.
Sumax
800-654-5546
www.sumax.com



WIRE PLUS NEW "CLASSIC BLACK FACE" ROUND DIGITAL SPEEDO

These new round digital panels from Wire Plus feature a vast array of features including speedometer, tachometer, trip odometer, all indicator light functions, and new flat panel construction that measures 2.5 inches around with all electronics onboard. No external brain box is required. The speedo is available with either an all-chrome housing including bracket, clamp, and ring with a black overlay or the new black face and all-black housing, clamp and bracket.
Wire Plus
620-221-2417
www.wire-plus.com

CUSTOM ONE-OFF TURN SIGNAL MIRRORS

These patented custom mirrors from Tinker's Custom Turn Signals are a running light/turn signal combo that allows customers to use their own logo or graphic design, creating a one-of-a-kind mirror. They come with aluminum chrome body and stem (also offered in black powdercoated). They require no additional flashers. Shown: standard skull with flames design as a running/turn light.
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Meet This Month's Winner!

Ladies and gentlemen, boys and girls, here she is, that talented treat from Sacramento, California, jazzy Jennifer! Our Fox Hunt Winner loves long walks off short piers, collecting tattoos, and working out to keep her killer body so hard, you can bounce a quarter off her butt—though I can think of better things to do with Jennifer in a sentence that includes the word "bounce."

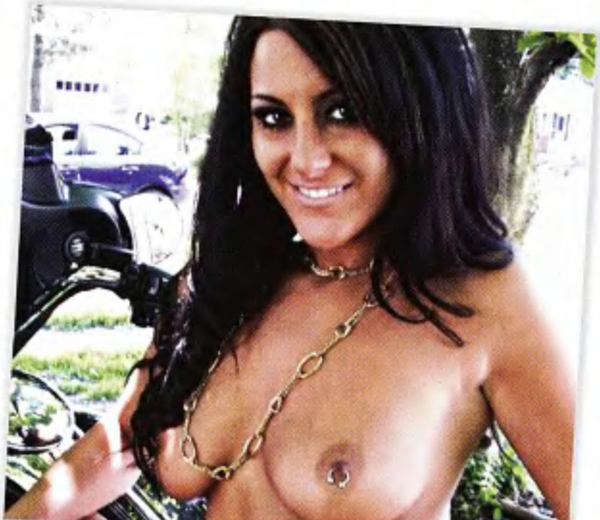
We sent her to spend some quality time with our flick snapper Mike Chase, where Jen was poked, prodded, and made to squirm all over Satya Kraus' 2009 Kraus Motors Custom. Check out all the sizzlin' details and a pleasing plethora of photos of near-naked Jennifer on page 86.

—Frumious Bandersnatch

Jennifer – Arizona

#1001

"My first ride was in the cold country of Northern Arizona. Now I live in the lovley, hot desert and I'm waiting for someone to give me my next exciting ride."



Brittini – New York

#1002

"My first Harley ride was on a hot summer day. It started to rain and when the ride was over, I felt like I do when I make love—hot and wet."

Win $1,000!

Jessica – Alabama

#1003

"I was 7 years old and it was on the back of my dad's Harley. I've been addicted ever since."

Debra – Texas

#1005

"I was 8 when a friend of my mom's took me for a ride. I fell in love instantly. I kept telling him that I wanted to go faster!"

Starr – California

#1004

"A boyfriend gave me my first ride. I was nervous at first, but it was such a rush that I was hooked! Once I got the wind in my face and hair, I realized I was born to ride."

Mia – North Carolina

#1006

"My first ride on a Harley was the best adrenaline rush ever. I'm addicted to riding as much as I am to sex!"

FoxHunt

Win $1,000!

After 39 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, win $1,000 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $300 for sending in the photo; the Fox Hunt Winner gets $700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire $1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's driver license.
- A photograph of the model holding the signed release form and her driver license.

Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #448 *Easyriders,* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt), May 01, 2010. The voting deadline for this month's crop of cuties is May 31, 2010. We'll announce the winner in the October 2010 issue.

Here's next month's Fox Hunt Winner, luscious Lane from deep in the heart of Texas. Come on back next time to see what this gal can do with a live squid!

448

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name:
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I will pose: ❑ Nude ❑ Topless only
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City: State: Zip:
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Photographer's Signature:

Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley:

Remember, an application can also be submitted online, and guys, you can now vote for your favorite girl that way, too. To do either, just go to www.easyriders.com and click on Fox Hunt. *Don't forget to vote! These girls are depending on you!*

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PAUL JOHNSON'S KRAUS KEEPER

Going Beyond What You Are Told

He was looking for a do-it-yourself bike project at first, but the more Paul Johnson talked with Satya Kraus of Kraus Motor Co., the more he decided to just let them handle the entire build. He had already scored a few important

You twist the grip back for throttle and twist it forward to apply the brakes.

parts like the motor and transmission, and Paul really liked the concept of one of their earlier bikes called 30:60.

Standing 6-foot-3, Paul needed some added frame stretch to get a comfortable fit on this single downtube rigid, but no one wants to sacrifice rideability. Satya put a set of 5 1/2 inch rockers up front on that sleek Kraus Motor Co. BM X-rated front end, slightly lowered the neck height, and stretched the backbone 2 inches for the perfect trail angle. There is a lot less weight with a treeless front end and it does handle a bit differently. With a very tight, easy turning

radius, this setup won't have you trying to strong arm the bike around curves.

One glance tells you that Paul's bike is unique, not strictly for the sake of being different. Every aspect of a Kraus Motor Co. build is custom designed to fit the owner of the bike, not just ergonomically, but with respect to maintenance. Satya says, "If someone is not a good mechanic, they don't need an antique engine and a grind-'em-if-ya-can't-find-'em gearbox."

The exhaust pipes are covered in a special cold spray aluminum coating that Kraus uses to actually fuse aluminum to steel, which runs cooler and looks brighter than chrome. Satya is a strong believer in good brakes since people are always pulling out in front of riders. Controlling that stopping power is a hydraulic twist brake hand control on the right side of the bars. Here's how it works: You twist the grip back for throttle and twist it forward to apply the brakes—backward to go, forward to stop.

Paul likes to ride dirt bikes and rides very aggressively, finding sliding into and powering out of corners a lot of fun. Satya not only builds extraordinary motorcycles, he helps foster a deep spirituality between the rider and machine. He says it's about honor and trust and offers this philosophy, "As a society we have to learn to take care of the people around us. Do you go beyond what you are told? It takes someone special to get out of their cage, break out of the khaki's, and get their face in the wind—to be involved."

How involved are you? More importantly, how involved would you like to be with this month's Fox Hunt Winner, Jennifer, from Sacramento, California? We think we already know the answer to that.

—Snakebit

Owner: Paul Johnson
City: Cazadero, California
Fabrication: Kraus Motor Co.
Model: 2009 Kraus Custom
Time: 3 months
Engine
Year/make: 2009 Kraus
Displacement: 96 cubic inches
Ignition: electronic
Cam: S&S
Carb: S&S Super E
Pipes: Kraus Motor Co.
Transmission
Year/make: 2009 5-speed
Paint: Kirk Taylor
Type/color: DuPont/Deep Candy Red
Special Paint: Kirk Taylor
Frame
Year/make: 2009 Kraus Motor Co.
Type: rigid
Rake: 40 degrees
Stretch: 2 inches
Shocks: none
Accessories
Bars: Kraus 30:60 bars
Handlebar controls: Kraus Twist Control
Fender: Kraus Motor Co.
Headlight: Headwinds
Taillight: Kraus Motor Co.
Pegs: Kraus Motor Co.
Foot controls: Kraus Motor Co.
Electrics: Kraus Motor Co.
Gas tank: Kraus Motor Co.
Oil tank: Kraus Motor Co.
Oil System: Kraus Motor Co.
Primary: Kraus Motor Co.
Seat: Obie Beaver
Grips: Kraus Motor Co.
Front End
Type: Kraus BM X-rated
Builder: Kraus Motor Co.
Wheels
Hub: Black Bike
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Performance Machine
Photos: Mike Chase
Contact:
Kraus Motor Co.
707-632-6252
satya@krausmotorco.com

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Hurry, because, like this 4-part DVD series, this deal will soon be history.

ToplessTech

MORE PUMPING

This month we found our Topless Tech sweetheart, Angie Savage, wrenching away at Cycle Works Etc. She was installing a Feuling cam support plate, high-performance camshaft set, and oil pump in a 2008 Twin-Cam motor. The cams are designed to give the motor's output a boost, while the cam plate keeps them correctly indexed and the oil pump assures long life. The shop owner, Mike, reminded her that while she is working inside a motor, she should try to keep from getting any lint on any of the moving parts. Now Angie always follows directions well, so she dispensed with her cotton top; I guess there ain't no lint on them nipples.

According to Angie, installing the cams, support plate and oil pump in a 2007-up motor doesn't require any special tools, just the ones you are born with. She says, "You have to pay attention to the timing marks on the cams and gears." She also reminded us to lubricate all of the moving parts before you stick them in.

So, pay attention, and follow the bouncing boobies; this ain't hard but it is important.

—Bugle

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www.cycleworksetc.com

Feuling Oil Pump Company
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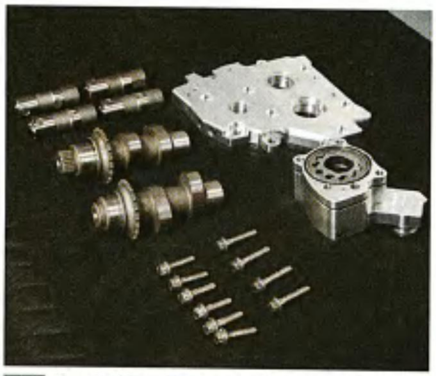
www.feulingparts.com

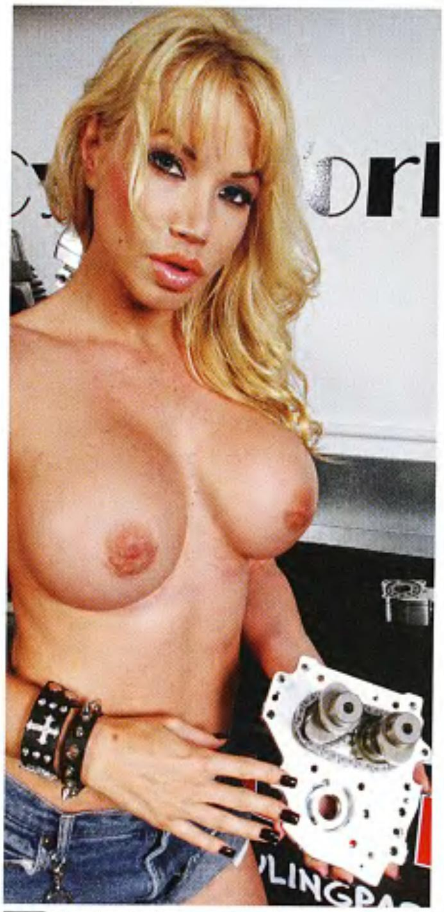


1 Angie likes Feuling's oil pump, cam plate, and camshafts. She says, "Their quality is top drawer, everything fits as they should. The oil pump has a higher capacity than the factory unit."

2 "The 2007 and later Twin Cam motors are really a lot easier to work on than the earlier one's. You don't need any special tools to get the cams out," says Angie.

3 Angie always makes sure that the cams' timing marks are aligned before you putting their shafts into the cam plate.

4 Angie paid close attention to fitting the pump's O-ring in its cavity on the oil pump. "You don't want anything leaking while it's pumping," she says.



5 Angie made sure that the cam plate was clean before she mounted the oil pump.

Continued on page 95

FREE CATALOG!

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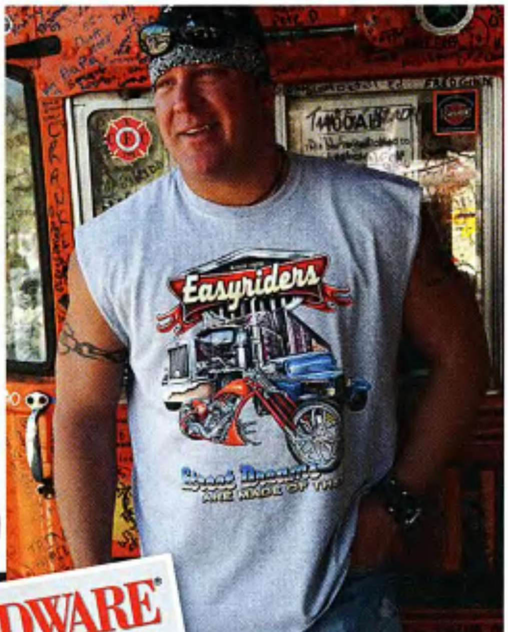

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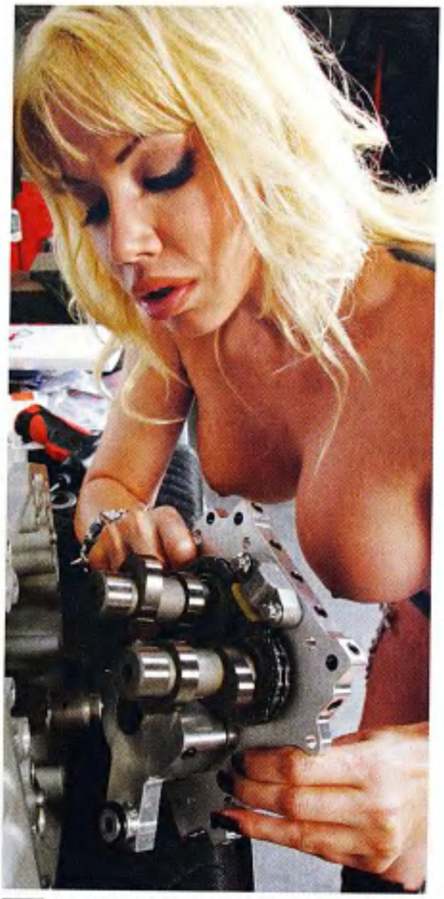
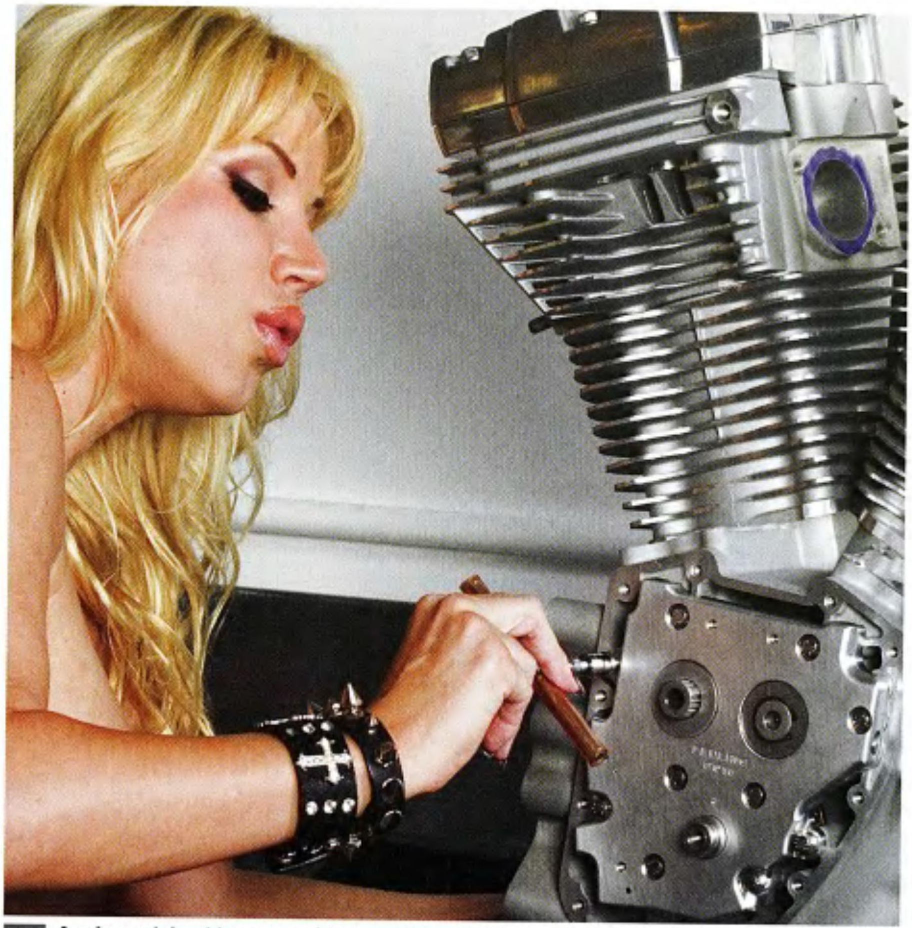


6 Angie likes to test fit all the moving parts, before she lubes them, just in case there's an interference problem.



7 Angie explained her assembly techniques, "I like to hand fit all of the parts, and I don't use air tools on delicate parts."

8 "You need to point the timing mark on the big sprocket at the mark on the little one before you put them in the chain," says Angie.

Photos: Mike DiSabatino

9 According to Angie, it is a good idea to put a drop or two of red Loctite on the cam drive bolts before you screw them in.

ReadersRides

JD Snider
Edmonds, Washington
1997 Ultra Classic

A funny thing happened to Jeff when his father-in-law recently went to (of all places) a pirate party in Seattle: he got Jeff onto this very page. Without getting too much into the mysterious ways of how pirate life works, let's just say that receiving this honor wasn't simply a cakewalk on the plank; these pirates seem to know a thing or two about bikes. In this case, the scallywags in charge were the Pirates of Treasure Island, a Puget Sound-area group of buccaneers who put on various charitable events.

Jeff bought this 1997 Ultra Classic back in '07 when it was pretty much all stock and was crowned by what he describes as an ugly burgundy paintjob. Maybe what impressed those pirates was the fact that Jeff, a non-painter by trade, decided to try his hand at painting and airbrushing over the offending burgundy. "With product advice and supplies from Lorne at Vancouver Autocolour, YouTube airbrushing tips, and two painting manuals, I gave it a shot," he says.

Never having done this type of thing before, he also had a solid backup plan should things go awry—an attractive flat black to cover everything. "All the work was done in my garage and my garden shed," he adds. "It took me a month of just prep work. The actual painting was done in two or three days. I've learned a lot along the way and have garnered a new respect for the true pinstriper and airbrush artists out there."

Besides new upholstery from Just Stitchin' Around, the bike's internals were upgraded with a hotter cam, Accell ignition parts, and an entire Screamin' Eagle kit. "As soon as I win the lottery, I'll get a new engine, maybe a 107-incher or bigger," Jeff says.

Or maybe his new pirate friends could help him out with that; pirates are known to have a way of making acquisitions, yarr! *—Tripper*

Photos: CD-Owner

Comin' At Ya

Photos: Owner

Steven J. Palumbo
Milford, Massachusettes
2002 Fat Boy

"A miserable prick…at times," Steven Palumbo displays an almost "Sopranoesque" charm in his approach to his first ever Harley-Davidson. What do I mean? Let's see. "I purchased the bike with 200 miles on it," he says. "The gentleman who originally purchased it realized he wasn't going to be able to make the payments on it."

Steven takes over and very quickly proceeds to radically alter the bike's appearance and give it his very personal stamp. This includes lowering the bike an inch and a half as well as several add-ons, like the HardCore Lighting pieces, the SickShooter footpegs, Accell wraps, Choppers Inc. grips, Carlini bars with internal wiring, Carlini mirrors, a custom Harley seat, Taylor spark plugs, and other Harley accessories. All is topped off by some very convincing airbrush art, like the aforementioned "prick" statement, which appears on the bike.

If you discover a, shall we say, "Italian" theme going on here, you're not the only one. "Everything on this bike has meaning, to say the least," Steve explains. "The Italian Stallion on the rear fender is an exact copy of the one on Rocky Balboa's bike in Rocky 3, the 380 guns because you can't afford not to have a good one, and the '5555' because my father landed on Ellis Island on May 5, 1955."

About the Fat Boy's drag pipes he says, "I receive numerous compliments about how loud and good this bike sounds." Right! Could this be because no one in Steven's neighborhood wants to be fitted for cement shoes?

Hey, badda-bing! Come to think of it, neither do I. Nice bike, Steve-o! Love the paintjob. Really! *—Tripper*

The November issue of *Easyriders* (No. 449) is our STURGIS SPECIAL with hundreds of photos of all the action, hot on the heels of this year's Black Hills Rally. We'll also bring you all the new Harley-Davidson models for 2011 as well as a Guide to Bike Kits and Rolling Chassis.

A cavalcade of custom bike features will include a wild ride by Kyle Shorey, the latest Sucker Punch Sallys bike, a sweet bobber by Jeff Watts, and a classic panhead by Ken Carr. You'll find part two of our J&P Cycles Build-A-Bike contest in which you can win a killer custom!

All this plus side-splittin' humor, our titillating Topless Tech, and a bevy of badsass bike babes standing by to shuck their duds.

It's all in the Thanksgiving treat known as the November issue of *Easyriders*.

On sale September 28th.

The September issue of *V-Twin* (No. 113) takes you to the Gypsy Run in New Jersey and the Sun Run in Florida. You'll find a Driveline Guide filled with the best the aftermarket has to offer and we'll test ride Star's new Stratoliner Deluxe. Plus six custom American and metric motorcycle features and a bunch of tech tips you can really use. *On sale August 10th.*

October's *Biker* (No. 270) has pretty li'l Christy Lee to study as well as Sam Gainey's naked chopper, the Best of Show winner at Bean Blossom Bikerfest, one of a dozen or so legwettin' events also in this issue. *On sale August 17.*

September's *In The Wind* (No. 142) is filled with views of bikers doin' what comes naturally—partyin'! From Bike Week in Daytona to the David Mann Chopperfest in SoCal, to ogling Ms. Roxxx on Tom Gomez' bobber. The 2010 Easyriders/V-Twin Bike Show Tour is the special outsert. *On sale now!*

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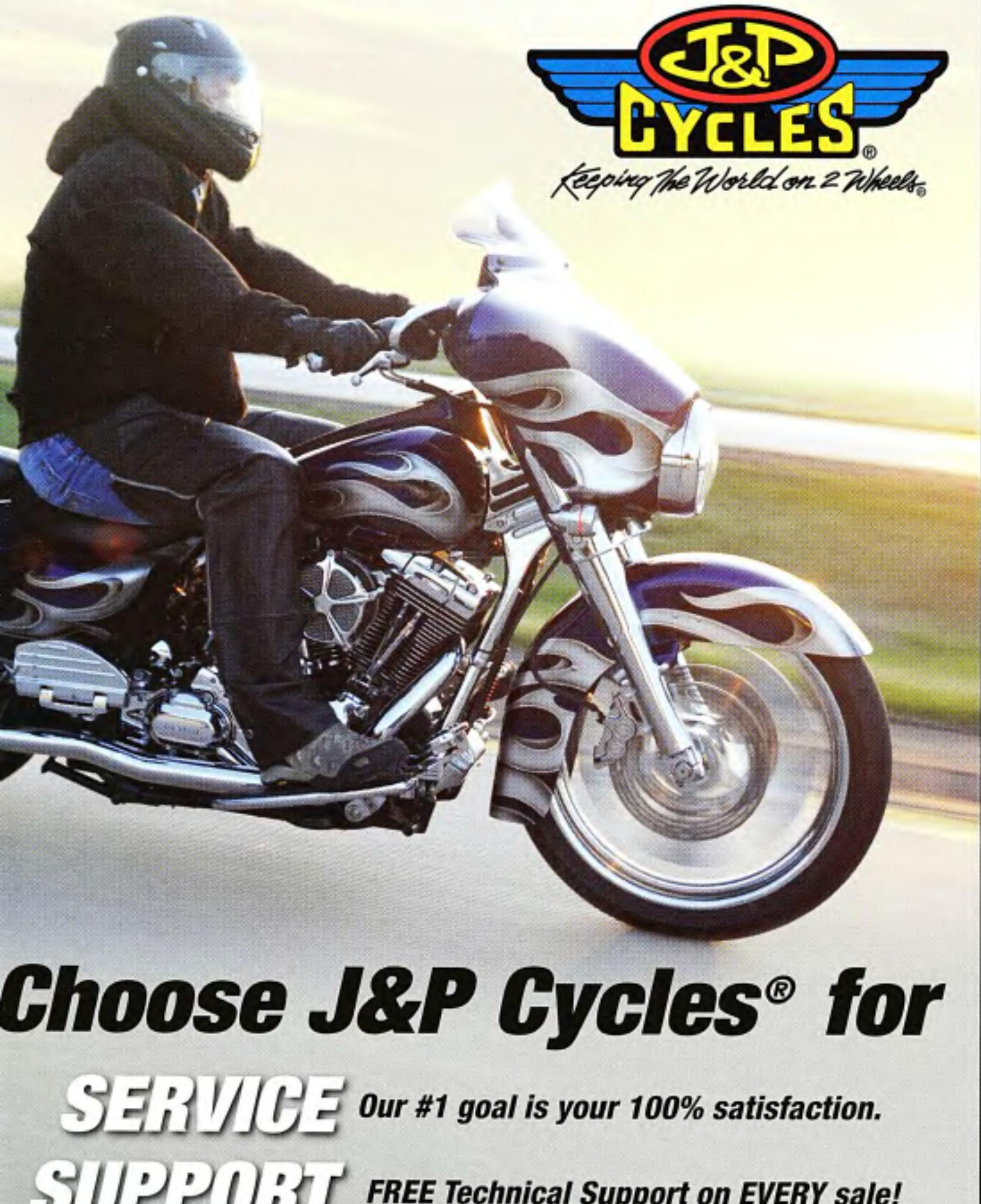

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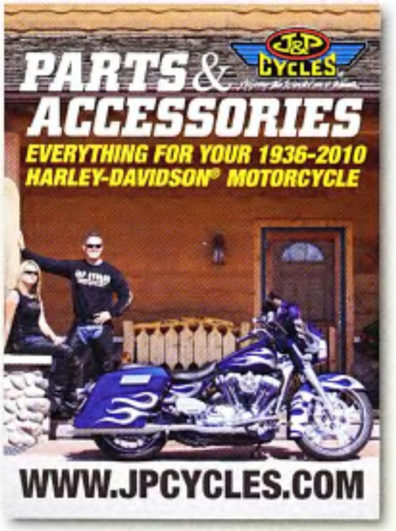

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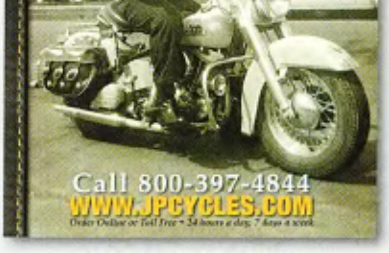

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